

10-14-1999

Meeting Notes 1999-10-14 [Part A]

Joint Policy Advisory Committee on Transportation

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METRO

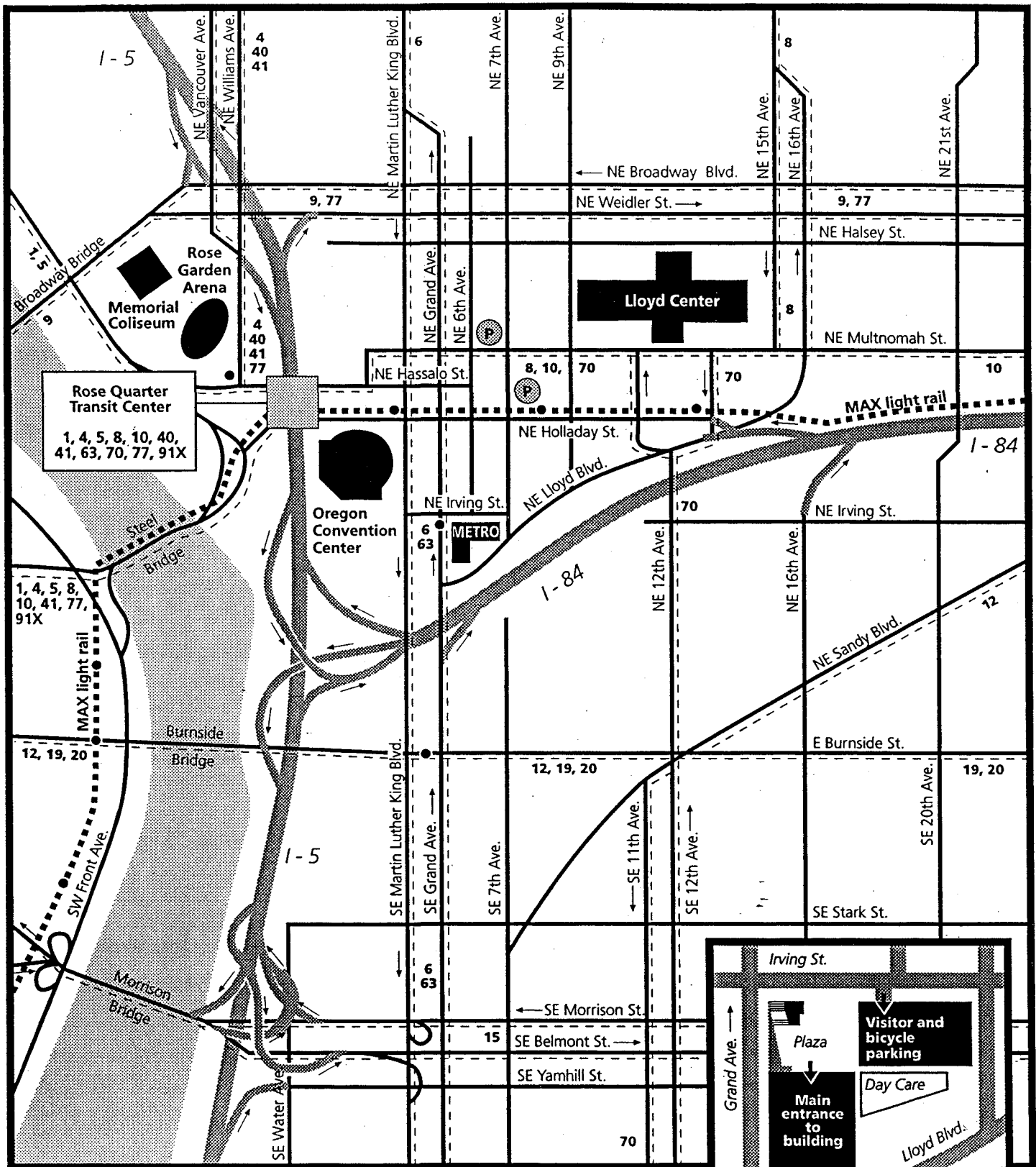
Revised

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Date: OCTOBER 14, 1999
Day: THURSDAY
Time: 7:30 A.M. - 9:30 A.M.
Place: METRO, CONFERENCE ROOM 370A & B

1. CALL TO ORDER AND DECLARATION OF A QUORUM
- * 2. MEETING REPORT OF SEPTEMBER 9, 1999 - APPROVAL REQUESTED
3. CASCADIA METROPOLITAN FORUM - TENTATIVELY APRIL 27-29 OR MAY 4-6 IN SEATTLE
- * 4. ODOT \$600 MILLION BOND PROGRAM - APPROVAL REQUESTED OF LIST FOR PUBLIC COMMENT - Andy Cotugno/Dave Williams
- # 5. COLUMBIA RIVER CHANNEL DEEPENING PROJECT - INFORMATIONAL - Dave Lohman, Sebastian Degens, Port of Portland
- * 6. RESOLUTION NO. 99-2843 - ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE FY 2000 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM - APPROVAL REQUESTED - Andy Cotugno
7. ADJOURN

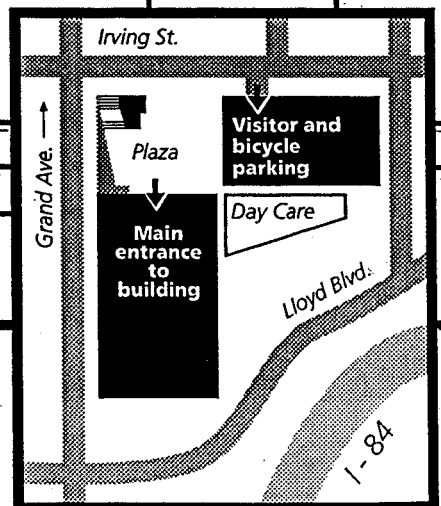
* Material enclosed.

Available at meeting.



Legend

- = bus route
- 00 = bus number
- = street
- Ⓟ = public parking
- ▬▬▬ = freeway
- = max
- = bus/max stop



METRO

Enter Metro visitor parking from Irving Street (time limit 4 hours per visit). Enter Metro Regional Center from the plaza.

ROONEY BARKER
METRO**METRO**

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Available at meeting.

MEETING REPORT

DATE OF MEETING: September 9, 1999

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and David Bragdon, Metro Council; Jim Kight, Cities of Multnomah County; Rob Drake, Cities of Washington County; Charlie Hales, City of Portland; Karl Rohde, Cities of Clackamas County; Dave Lohman (alternate), Port of Portland; Bill Kennemer, Clackamas County; Mary Legry (alternate), WSDOT; Royce Pollard, City of Vancouver; Andy Ginsburg (alternate), DEQ; Sharron Kelley, Multnomah County; Kay Van Sickel, ODOT; and Fred Hansen, Tri-Met

Guests: Steve Clark, Traffic Relief Options (TRO) Task Force Vice-Chair; Mark Gorman, Intel (TRO T.F.); Betty Atteberry, Westside Economic Alliance (TRO T.F.); Mike Burton, Metro Executive Officer; Rod Monroe, Metro Presiding Officer; Tony Mendoza, Tri-Met; Ted Spence, Citizen; Ron Papsdorf, City of Gresham; Susie Lahsene, Port of Portland; Karen Schilling and Beckie Lee, Multnomah County; G.B. Arrington, Tri-Met; Dave Williams, ODOT; Bob Hart, Southwest Washington RTC; Dan Kaempff, Tualatin TMA; Gary Katsion, Kittelson & Associates, Inc.; Mark Lear, Marc Zolton, Elsa Coleman and Steve Dotterrer, City of Portland; Kathy Lehtola, Washington County; Chris Hagerbaumer, Oregon Environmental Council; Scott Rice, Cornelius City Council; Rod Sandoz and John Rist, Clackamas County; Kathy Lehtola, Washington County; and Jack Kloster, Kloster & Associates, Inc.

Staff: Andy Cotugno, Mike Hoglund, Bridget Wieghart, Marci LaBerge, Bill Barber, Lois Kaplan, and Rooney Barker, Recording Secretary

Media: Gretchen Fehrenbacher, Daily Journal of Commerce

SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

Chair Kvistad commented on the background and motivation leading to the memo he had sent to the Bi-State Committee relating to the committee's role and the issues to be addressed. He felt it was an exciting agenda, a challenge to scope out the questions for consideration, and that it was only his intent to move its agenda forward. His comments centered on the fact that it was not intended as a front page article and that the problems noted were not previously put on the front burner because of the lack of funding. He cited a crisis in the I-5 corridor and felt that cost responsibility of roads, congestion, and coordination of transit, bridge and funding issues need to be discussed.

Mayor Pollard of Vancouver cited the need of doing a better job of addressing bi-state issues and was supportive of bi-state cooperation at the local, state and federal level. He indicated support of projects previously agreed to and supported by bi-state leaders but felt it was a disservice to the region when new ideas are directed to one segment of the region without discussion. He felt it detracted from the vision of the region which is to achieve bi-state consensus. He noted that the proposal for a toll fee across the bi-state bridge for Washington residents came as a surprise, without warning, and became an embarrassment to him and other officials of Clark County. He thanked those members of the region who sent him calls of support, namely Mike Burton, Rod Monroe and Serena Cruz, but was disappointed that others had not joined them.

Mayor Pollard indicated that the Clark County Bi-State Committee members remain committed to bi-state relations because they believe it is in the best interest of the citizens of the Metro region and wish to build on past successes.

ANNOUNCEMENT

Andy Cotugno announced that this was Lois Kaplan's last JPACT meeting, having served as recording secretary for the committee for over 19 years. A flyer was distributed commemorating her retirement.

MEETING REPORT

Commissioner Kelly moved, seconded by Councilor Kight, to approve the July 8, 1999 JPACT Meeting Report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 99-2830 - ADOPTING THE 2000-03 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

This resolution would adopt the updated Metropolitan Transportation Improvement Program (MTIP) that allocates all highway and transit funds to projects in FY 1999 through 2003. It

includes Surface Transportation Program (STP), Transportation Enhancement (TE) and Congestion Mitigation/Air Quality (CMAQ) funds, ODOT programming, and all federal funding sources as well as federal transit funds for Tri-Met. This resolution assigns the funds and the year in which they will be spent. Andy indicated that there would be slippage of about 10 percent of projects over time and that the MTIP will be adjusted as necessary. MTIP funding, however, is contingent upon conformity with federal air quality requirements. The Air Quality Conformity Determination will be up for consideration at the October 14 JPACT meeting.

Andy Cotugno reminded the committee that the FY 2000 MTIP Modernization Program priorities approved by JPACT on May 27, 1999, allocating \$75.8 million of federal funds through TEA-21, is reflected in this Transportation Improvement Program.

Fred Hansen commented on the line item approved for Transit Choices for Livability in the amount of \$5.72 million and the changes already made on McLoughlin. He noted that most day and night service improvements have already been made along with the provision of more bus shelters and concrete pads. He also noted the installation of kiosks that display maps. Commissioner Kennemer thanked Tri-Met for implementing those changes in Clackamas County in such a quick manner. Fred wanted the committee to recognize that some of the dollars had already been put to work.

Commissioner Kennemer also acknowledged that it was likely the Clackamas County Commission would be approving the administrative transfer of the \$2 million from Clackamas County to Tri-Met to meet their past commitment for the South/North Project.

Action Taken: Commissioner Kelley moved, seconded by Mayor Drake, to recommend approval of Resolution No. 99-2830, adopting the FY 2000-03 Metropolitan Transportation Improvement Program. The motion PASSED unanimously.

RESOLUTION NO. 99-2831 - AMENDING THE MEMBERSHIP OF THE TPAC TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE

Since the TDM Subcommittee's initial establishment in 1992, changes have taken place that necessitate updating the committee's membership through formal amendment and resolution. Andy Cotugno commented that the subcommittee is a hard working group and that the resolution institutionalizes changes that reflect how the committee actually functions. The resolution would remove the DLCD representative from the committee and add representatives from the Port of Portland, Wilsonville/SMART, and a Transportation Management Association (TMA) who have already been active participants. The TMA representative would be appointed by a peer group of TMA directors.

Action Taken: Mayor Drake moved, seconded by Commissioner Kennemer, to recommend approval of Resolution No. 99-2831, amending the membership of the TPAC Transportation Demand Management Subcommittee. The motion PASSED unanimously.

ODOT \$600 MILLION BOND PROGRAM

Andy Cotugno explained that the criteria and process were developed to evaluate projects for inclusion in ODOT's \$600 million Bond Program as authorized by the 1999 Legislature through HB 2082. Jurisdictional comments were requested on the criteria that was submitted to the Oregon Transportation Commission (OTC) and adopted by that body on September 2, 1999. The OTC will submit its list to the legislative Emergency Board (E-Board) by February 2000.

It is ODOT's intent to use the list originally submitted to the Legislature to enlist public comment. That list of projects is an oversubscribed list that amounts to \$750 million. Any final list will have to fit within a \$600 million budget for the bond program. Of that amount, \$540 million is for actual construction, with \$60 million reserved for right-of-way acquisition. JPACT direction is being sought on whether a supplemental list of projects should be proposed and whether a final project list should also include developmental projects in addition to construction. Andy noted that the Tualatin Expressway and Newberg right-of-way projects are the only development projects included at this time. Should those projects be limited to construction only or should other projects be considered as well? Of the \$540 million in question for construction, the region's share would amount to around \$190 million.

Henry Hewitt, Chair of the OTC, commented on the success of Washington County's MSTIP program and its approach to funding. He cited the need for a connection between the needs and the gap in transportation funding and what constitutes the gap. He noted that the group of projects discussed over the past six years came about through the regional planning processes but acknowledged there are other community needs that would not be constrained by that list. He welcomed thoughtful consideration of other projects.

Dave Williams of ODOT noted that the projects listed for Region 1 are projects that have evolved over a long time and are included in the financially-constrained *Regional Transportation Plan*. In addition, the projects in question have all been modeled for air quality, including the highway projects associated with Westside light rail. He pointed out that ODOT's highest priority has been completion of those projects that complement the Westside light rail project. He also noted the resolution passed by JPACT in the spring of 1999 acknowledging the Columbia/Killingsworth project as a JPACT priority.

Andy Cotugno spoke of the JPACT/ODOT public hearings scheduled in late October and early November to enlist public comment. Chair Kvistad emphasized the uncertainty in funding for this program given the potential referendum.

Mayor Drake expressed Washington County's support of the draft criteria and the suggestions noted in the August 30 letter and attachment (draft project list) submitted to Henry Hewitt. He agreed with Mr. Hewitt that Washington County's MSTIP process and projects have been very effective and was appreciative of the kind comments on their behalf.

Commissioner Kennemer raised the question of whether the project cost numbers were current. Dave Williams indicated a need for updating those numbers which were used in a preliminary process. Of the \$600 million identified, \$400 million were previously developed. Some projects have had little development work. Commissioner Kennemer cited the need to update the numbers and noted that he believes the Legislature is now allocating projects rather than dollars. Dave Williams pointed out that Region 1 allocations in the past have traditionally been 80 percent to the Metro area and 20 percent outside. These projects are based on longstanding commitments, not on a geographical formula.

Commissioner Hales was supportive of submitting a realistic list of projects based on the schedule and set of criteria proposed. He questioned whether the funds would be made available and spoke of the standoff between Triple A and the truckers. He noted that the City of Portland would come forward with a list of recommendations on other state facility improvements within the City of Portland.

Commissioner Kennemer expressed the importance of a comprehensive vision of what the region needs to accomplish and to maintain a pragmatic focus but concurred that it should be realistic. He didn't want to create any illusion about expectations.

Fred Hansen felt that, if there was interest, there should be a process that would enable adding extra dollars to do work on Highway 26 or the I-84 connector to 242nd Avenue. The question was whether they want to take something out for public discussion that was bigger than \$271 million. Councilor Rohde had difficulty in going to the public with a list of projects totaling \$271 million if he felt that list needed to be pared down. He felt it would be a disservice to the public, wanted the list to be realistic, and saw no benefit in going out with a larger list of projects.

Dave Williams indicated that past actions have shown that if the list is constrained you invite negative comments by not providing choices. Commissioner Hales cited the need to get to a fundable, buildable list. He spoke of the \$75 million process, how well the process worked, and the need to get to that level of clarity and credibility. He favored combining the RTP public involvement process with that of ODOT's Bonding Program.

Henry Hewitt noted that ODOT encourages discussions through the STIP process, noting the needed balance between the list and what you hope to achieve. He spoke of the hard choices within the region and the opportunity for debate. He emphasized that this is not an absolute list with regard to statewide needs.

JPACT

September 9, 1999

Page 6

Dave Lohman cited the need for some consistency for a list of projects that are affordable. He also noted JPACT's past support, through resolution, of the Columbia/Killingsworth priority project.

Henry Hewitt commented on the public process for discussion of the project list. He noted the high priority placed on preservation and maintenance and the fact that modernization funding has declined to a small amount. He felt the process shouldn't be limited to the six-year Bonding Program and cited the need to look at the whole transportation picture. He felt the regional preservation priorities and the regular STIP process should be discussed as well.

Fred Hansen felt the opportunity to educate the public during this process should not be overlooked. Discussions should take place on mobility needs, transit, bike/pedestrian improvements, and roads -- all part of the transportation system. While the objective is to gain public input at the public hearings, there is need to educate the public better about the transportation needs of the region. He offered public involvement staff from Tri-Met to participate in the process.

Kay Van Sickel and Commissioner Kelley were supportive of Fred Hansen's proposal and the need to educate the general public on the region's comprehensive transportation needs and the kinds of projects to be funded. Councilor Washington was supportive of going beyond the public hearings in that education process.

Andy Cotugno noted that the *Regional Transportation Plan* (RTP) will be up for adoption in the latter part of October. The RTP is all encompassing while ODOT's Bonding Program is very focused and limited to a dozen or so projects. He asked for direction from JPACT on whether they wanted the two incorporated for public process. The suggestion of getting public involvement people from the various jurisdictions to participate in the hearings met with support from committee members. Henry Hewitt was also supportive of an integrated ODOT/Metro public process in holding hearings for the purpose of discussing comprehensive transportation needs.

Metro Presiding Officer Monroe cited the need to discuss politics during the hearing process that would occur in Phase 1 of the campaign. He commented that referral of this matter to the voters, and its possible failure at the polls, would set the region back six or more years before another package is introduced. Rod also spoke of the relationship of transportation to the economic viability of the region. He cited the possible decline of the economy if met with the inability to get places and emphasized the need to communicate how critical those transportation needs are during the hearings process.

Committee members agreed to proceed with an enhanced list of projects but with a cap. JPACT members will be polled for their response in readiness for its October 14 meeting. In addition, there was agreement that the public hearings (Metro/ODOT's) be coordinated with use of public involvement staff from the different jurisdictions. Final decision-making will take place in

October. Fred Hansen noted that, with the issue of developmental projects, a very comprehensive and detailed process should be used to determine what projects will fit. He didn't want to propose anything that would harm the historic process. Andy Cotugno noted that staff will identify how the projects meet the criteria.

Henry Hewitt commented on the importance of the cities and counties deciding how they will spend their 50 percent of the Bonding Program package (5 cents).

TRAFFIC RELIEF OPTIONS FINDINGS, RECOMMENDATIONS AND NEXT STEPS

Steve Clark, Traffic Relief Options (TRO) Vice-Chair, provided an overview of the TRO Task Force recommendations, reporting that the task force concluded its three-year effort in June of this year. It represented a joint Metro/ODOT effort which did not result in a pilot project but a request that the findings be incorporated into the *Regional Transportation Plan*.

The task force was charged to evaluate on a policy basis whether congestion or peak-period pricing could serve as a means of improving congestion and whether one could be implemented as a pilot project. Steve noted that it has proven to be a publicly-sensitive issue.

The Traffic Relief Options Study involved a \$1.2 million effort that included analysis, technical information and public outreach. Forty potential locations were initially studied and that list was narrowed to eight. The criteria addressed transportation considerations, equity of tolling, public acceptance, environmental and public impacts and land use considerations. Steve spoke of transportation and livability being a balancing act and that they can be achieved incrementally. By adding capacity and applying tolling, gains can be made.

Mike Hoglund, Transportation Planning Manager at Metro, followed with a slide presentation, highlighting the process and options considered. He noted that the 1991 Congress authorized the pilot program through ISTEA. Mike's presentation included project background, peak period pricing through electronic toll collection, the study process, the evaluation criteria, the public acceptance issue, implementation, and the eight options studied, which included: I-5S Reversible; I-5S Whole; I-5N Corridor; I-84 Whole; US 26 Partial; Highway 217 Partial; McLoughlin Partial; and Highway 43 Spot. Mike pointed out that the concepts were applied for study purposes but could be mixed and matched in any corridor, as appropriate.

Jack Kloster, former mayor of King City and an attendee at the meeting, asked whether the concept of getting truckers a tax rebate if they would consider driving at night was considered. Mike noted that with electronic tolling, various funding structures could be established and that specific user groups could be singled out and given price breaks or rebates.

Steve Clark noted that the TRO Task Force initially wanted to recommend a pilot project but didn't take that action. He cited the need to choose the right option for the right reasons. They

therefore recommended that peak period pricing be considered when major new capacity is added and that one specific project be identified in the next two years where peak period pricing could be applied.

Further discussion dealt with the need to remain active with the Federal Government and the fact that there is limited time, energy, focus and money to work with. Steve felt that, if congestion worsens and growth continues, the public might be more responsive to the pricing concept. It was evident that the public does not believe that existing lanes should be tolled.

Steve identified two major controversies that evolved from the analysis: 1) that it was cheaper and easier to provide tolling on existing lanes but it wouldn't gain public acceptance; and 2) that it is more acceptable to add capacity to relieve congestion but you might increase emissions in the process.

Steve spoke of the committee's frustration is not having a specific recommendation for a pilot project.

Andy Cotugno asked for JPACT direction for the next step in this process. Staff's proposal is to make this issue a distinct item in the *Regional Transportation Plan*. He spoke of performance and revenue implications on Highway 217, the Sunrise Corridor, and the I-5 Trade Corridor and questioned whether any lanes should be priced. If the task force recommendations are adopted, consideration of pricing will be triggered in a corridor study.

Chair Kvistad thanked Steve Clark and the members of the Traffic Relief Options Task Force for their efforts in this three-year study and presentation. Dave Williams of ODOT noted that the Oregon Transportation Commission has also participated in this study and has continued interest in this as a future concept. The notion of the HOT lane may be a way of providing reliability on the transportation system when the total problem can't be solved. Dave spoke of the treatment of roads as a freeway system and their treatment to something that is less. He felt the OTC will continue to share interest and participate in moving the idea forward.

Andy Ginsburg, the newest alternate on JPACT, representing DEQ, commented that he was one of the original members on the TRO technical committee. He congratulated Bridget Wieghart and the task force on its recommendations and felt they made sense. He asked whether there was a plan to incorporate this through the RTP and the \$600 million Bond Program that would further consider this concept.

A copy of *Building a Case for HOT Lanes -- A New Approach to Reducing Urban Highway Congestion*, authored by Robert W. Poole, Jr. and C. Kenneth Orski, was distributed at the meeting.

Members attending from the Traffic Relief Options Task Force, Steve Clark, Mark Gorman, Betty Atteberry and Henry Hewitt, were presented letters of appreciation and plaques of commendation.

ANNUAL ECO REPORT/TMA SOLICITATION

Tony Mendoza, Transportation Demand Management Planner at Tri-Met, distributed a document entitled *Transportation Demand Management in the Portland Metropolitan Region*. He indicated it was the annual ECO report that includes a status report on the strategies that encourage alternative forms of transportation as opposed to drive-alones. Goals of transportation demand management are to reduce vehicle miles traveled (VMT), reduce traffic congestion, improve air quality, enhance mobility, and make the existing transportation system more efficient. Strategies employed include employer-offered transit subsidies, carpool matching, guaranteed ride home and transportation fairs.

Tony briefly described the criteria and application process for the Transportation Management Associations (TMAs), noting that he would be back in November and December with a recommendation on which TMAs should be funded.

US 26 MURRAY-HIGHWAY 27 (BARNES ROAD ONRAMP)

Chair Kvistad deferred this agenda item to the November 18, 1999 JPACT meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members



METRO

Please fill out the attached form and fax it to
Andy Cotugno (797-1930)
by Tuesday, October 12, 5:00 p.m.

Date: October 7, 1999

To: JPACT

From: Jon Kvistad, JPACT Chair

Andy Cotugno, Transportation Director

Re: ODOT Bond Program

As discussed at the September JPACT meeting, the process is under way in cooperation with ODOT to develop the program of projects for the \$600 million ODOT Bond Program. The task at hand is to define the projects to take out for public comment. Public meetings are scheduled for later in October to obtain feedback.

To facilitate JPACT's decision-making, TPAC developed the attached list of candidate projects. Section A is the original ODOT list submitted to the Legislature, which will go out for public comment. Section B is a list of potential changes, deletions or additions that JPACT may also want to take out for public comment.

It is recommended that the Section B supplemental list be narrowed by JPACT before asking for public review. To facilitate this, please **check the appropriate YES/NO box** to indicate your preference of **which projects to include or exclude** from a supplemental list. Please **FAX your response back to Andy Cotugno at 797-1930 (FAX number) by Tuesday, October 12 at 5:00 p.m.** and we will compile the results for the JPACT meeting.

AC:rms

Attc.

ODOT, REGION 1 BOND PROGRAM:

ODOT LIST AND POTENTIAL JPACT SUPPLEMENTS FOR PUBLIC COMMENT

A. THE FOLLOWING ORIGINAL ODOT LIST WILL BE TAKEN OUT FOR PUBLIC COMMENT:

Project	Description	ODOT Comment	Buildable In 6 Years?	Proposed Strategic RTP Status	Published Cost (millions)	Revised Cost (millions)
1. US 26: Hwy 217 to Murray Blvd (w/ Barnes Rd Ramp)	Adds lane eastbound and westbound; restores Barnes Rd. on-ramp, improves Cedar Hills Interchange.	Begin Environmental Assessment 1/00. ODOT and Tri-Met have agreed to construct the Barnes on-ramp by 2005. Washington County and City of Beaverton have prioritized this project.	yes	'06-10	\$20.0	\$26.0
2. Hwy 217: TV Hwy to US 26	Widen Hwy. 217 northbound to three lanes; reconstruct ramps at TV Hwy, Walker and US 26 Interchanges; install sound walls.	EIS Complete; Deferred element of Westside Corridor Project	yes	'11-20	40.0	22.0
3. Columbia/Killingsworth/82nd Ave Connection	Provide new connection for Columbia Blvd traffic to access the Columbia/I-205 Interchange; alleviate current congestion at 92nd/Col./Killingsworth intersection.	Three alternatives are now out for public review. Environmental documentation to start Jan '00. May narrow to one alternative following public outreach in early October.	yes	'00-05	29.0	19.0-48.0
4. Clackamas Industrial Connection: I-205 to 145th	Sunrise Corridor Unit 1, Phase 1 from I-205 to 145th Ave.	EIS Awaiting Resource Agency Sign-off	yes	'00-05	65.0	TBD
5. I-5: Greeley - N. Banfield/Lloyd District/Rose Quarter Access Phase 1.	Widen I-5 from 2 lanes in each direction to 3 lanes in each direction from I-84 to Greeley Avenue, modify ramps @ Broadway/Weidler and Rose Quarter; improve freeway to freeway connections.	Project cannot be constructed in six years. No agreement on project design with local jurisdiction.	no	'11-20	92.0	TBD
6. Tualatin-Sherwood Expressway EIS/PE	Conduct EIS for a 4-lane, limited access toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	3.0	3.0
7. US 30: Swedetown-Lost Crk	Safety improvement; add left-turn lane, extend climbing lane.	Rural project outside Metro boundary	yes	na	7.0	TBD
8. US 26: Hwy 217 to Camelot (EB)	Add eastbound travel lane on US 26 between Camelot Court and Hwy 217; add ramp meters, soundwalls, and bicycle facilities; reconstruct northbound 217 to eastbound US 26 ramp.	EIS Complete; Deferred element of Westside Corridor Project	yes	'06-10	13.0	13.0
9. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design thru Milwaukie Central Business District.	Partially funded through MTIP Priorities 2000	yes	'00-05	2.5	3.6

Region I Total:

\$271.50

\$250.6 - \$279.6

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable In 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5: Greeley - I-84, Phase 1	Drop I-5: Greeley/I-84 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	'11-20	-\$92.0			
2. Tualatin-Sherwood Expressway EIS/PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	-1.0			
3. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTIP funds for Phase I.	yes	'00-05	-0.8			
4. Sandy Modernization (12th to 57th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	'00-10	20.0			
5. SW Clay/Market Reconstruction: Naito Parkway/I-405	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ²	5.0			
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and realign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	6.5			
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	'00-05	22.0			
8. I-5: Greeley - I-84/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	5.2			
9. Barbur Modernization (Terwilliger to SW City Limit)	Reconstruct Barbur to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	'00-05	13.0			
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	'06-10	20.0			
11. 242nd Avenue Connector: I-84 to Stark	Change alignment of 242nd connection to I-84.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halsey to Stark.	yes	'00-05	24.0			
12. Powell Blvd: I-205 to Eastman Parkway (Birdsdale)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expense.	no	'06-10	21.0			
13. I-5: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	'06-10	13.0			
14. I-5/Hwy 217/Kruse Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	'00-05	35.0			
					TOTAL OF ALL CHANGES	\$84.2		

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?		
Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; PE project not listed separately.

² Preservation projects are not itemized in the RTP.

October 14, 1999

ODOT Region 1 Bond Program
JPACT Supplemental List Response

Project	YES	NO
1. I-5: Greeley - I-84, Phase 1	3	8
2. Tualatin-Sherwood Expressway EIS/PE	4	2
3. 99E (McLoughlin): Hwy 224 to River Rd	6	2
4. Sandy Modernization (12th to 57th Avenue)	3	5
5. SW Clay/Market Reconstruction: Naito Parkway/I-405	1	6
6. Powell Blvd.: Central Eastside Southbound Access	2	5
7. South Portland Circulation Phase I	1	7
8. I-5: Greeley - I-84/Lloyd Dist. Access	8	2
9. Barbur Modernization (Terwilliger to SW City Limit)	3	5
10. Lombard Modernization: I-5 to St. Johns Bridge	2	5
11. 242nd Avenue Connector: I-84 to Stark	4	3
12. Powell Blvd: I-205 to Eastman Parkway (Birdsdale)	1	6
13. I-5: Lombard to Expo Center - PE and ROW	6	4
14. I-5/Hwy 217/Kruse Way Interchange - Ph. 2	2	5

This tally is based on responses from the following JPACT members/alternates:

David Bragdon, Metro

Rob Drake, Cities in Washington County

Bill Kennemer, Clackamas County

Jim Kight, Cities in Multnomah County

Royce Pollard, City of Vancouver

Craig Pridemore, Clark County

Tom Brian, Washington County

Karl Rohde, Cities in Clackamas County

Kay Van Sickel, ODOT

Don Wagner, WSDOT

Serena Cruz, Multnomah County

Public Comment Meetings



METRO



**Oregon Department of
Transportation**

People all across this region share a very important resource: our transportation system. Its health is vital to our economy, our community and our lives. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment on the Regional Transportation Plan, on how to fund the projects in the Regional Transportation Plan and on projects that could receive funding through the Supplemental Statewide Transportation Improvement program with part of the revenue from the increase in gas tax and vehicle registration fee recently approved by the Oregon Legislature.

Regional Transportation Plan

Metro has spent the past several years working with our local partners as well as citizens, community groups, and businesses to update the Regional Transportation Plan. That plan lays out the priority projects for roads as well as alternative transportation options such as bicycling, transit, and walking. It also works to ensure that all layers of the region's transportation system work together in the most effective way possible. In addition to discussion on individual projects, citizens are encouraged to talk about ways to help finance these long-term transportation needs.

Supplemental Statewide Transportation Improvement Program

The 1999 Legislature recently passed a 5-cent increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these gas tax and registration fee increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects. An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee on Transportation, will be available on October 15, 1999.

HOW TO GET INVOLVED

***Use the public meetings to learn more and
provide input on both the RTP and STIP:***

5:30 p.m., Wed., October 20
Conestoga Intermediate School
12250 SW Conestoga Drive, Beaverton

5:30 p.m., Thurs., October 21
Gresham City Hall
1333 NW Eastman Parkway, Gresham

5:30 p.m., Tues., October 26
Metro Regional Center
600 NE Grand Avenue, Portland

5:30 p.m., Thurs., October 28
Monarch Hotel
12566 SE 93rd Ave, Clackamas

Submit comments on RTP to:

Mail: Metro—RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax: (503) 797-1794
E-mail: arthurc@metro.dst.or.us
Call: (503) 797-1900

Submit comments on Supplemental STIP to:

Mail: ODOT—Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259
Call: (503) 731-8245

Handout at
10-14-99
JPACT mtg.

Staffing for RTP/STIP Public Comment Meetings

Task	Beaverton Oct 20	Gresham Oct 21	Metro Oct 26	Clackamas Oct 28
<u>Greeters</u>	Marilyn Matteson Marci La Berge Jane Estes	Marilyn Matteson Beth Anne Steele Jane Estes	Emily Kaplan Jane Estes ODOT	Tim Collins Jane Estes Liz Cooper
<u>Public comment managers</u>	Emily Kaplan Christie Holgren	Marci La Berge Kathy Conrad	Marci La Berge Kathy Conrad	Beth Anne Steele Christie Holmgren
<u>Info room Technical</u>	Bill Barber Tom Kloster	Tom Kloster	Bill Barber Chris Deffebach	Bill Barber Tom Kloster
----- Finance	----- Tim Wilson, Ron Scheele, Dan Layden	----- Ross Kevlin Ron Scheele Dan Layden	----- Ted Leybold Ron Scheele, Dan Layden	----- Ted Leybold Thomas Picco Ron Scheele, , Dan Layden
<u>Public Comment Recorders</u>	Tamira Clark Michelle Thom	Cheryl Grant Michelle Thom	Cheryl Grant, Rooney Barker	Rooney Barker Michelle Thom
----- Staff	----- Dave Williams, Kate Deane Andy Cotugno Kim White	----- Dave Williams, Kate Deane Andy Cotugno Mike Hoglund	----- Dave Williams, Kate Deane Andy Cotugno Kim White	----- Dave Williams Kate Deane Andy Cotugno Mike Hoglund
----- JPACT/Metro Councilors	----- Karl Rohde Bob Stacy, Susan McLain	----- Jim Kight, Karl Rohde, Sharron Kelley, Rod Park	----- Rob Drake, Karl Rohde, David Bragdon	----- Bill Kennemer Karl Rohde Susan McLain David Bragdon
<u>OTC Members</u>	Henry Hewitt Dave Williams	Henry Hewitt, Dave Williams	John Russell Kay Van Sickle	John Russell Kay Van Sickle
<u>Floaters</u>	Mike Hoglund Gina Whitehill- Baziuk Steve Harry	Gina Whitehill- Baziuk Steve Harry	Mike Hoglund Gina Whitehill- Baziuk Steve Harry	Gina Whitehill- Baziuk Steve Harry

October 13,1999

JPACT Discussion Draft:

**Project Descriptions –
ODOT and Other Proposed Projects for Funding with the
\$600 Million Bonding Program**

Proposed Project Information

Project Number 1.1

Project Name: US 26: OR 217 to Murray Blvd. with Barnes Road Ramp

Project Description: This project is located in Washington County on the US 26, also known as the Sunset Highway. US 26 is a Statewide Highway. It is also part of the National Highway System.

Problem that the proposed project is directed at addressing: Significant congestion occurs in this section of Sunset Highway, the primary transportation and freight route between the western suburbs, downtown Portland, the region's air, rail and marine port facilities, and other highways of statewide and regional significance such as I-5, I-84, and I-405. Congestion is primarily due to high traffic volumes, however they are made worse by the short distance between the Highway 217 entrance ramp and the Cedar Hills exit ramp. Vehicles attempting to enter the Sunset from Highway 217 must compete for space with vehicles attempting to exit the Sunset onto Cedar Hills Boulevard. The construction of the new separated ramps will improve traffic flow in this congested segment of highway and allow ODOT to safely restore the Barnes Road on-ramp to US 26 which was eliminated during construction of Westside MAX. The environmental impact statement for the Westside Corridor Project envisioned the Barnes Road on-ramp to continue to access US 26.

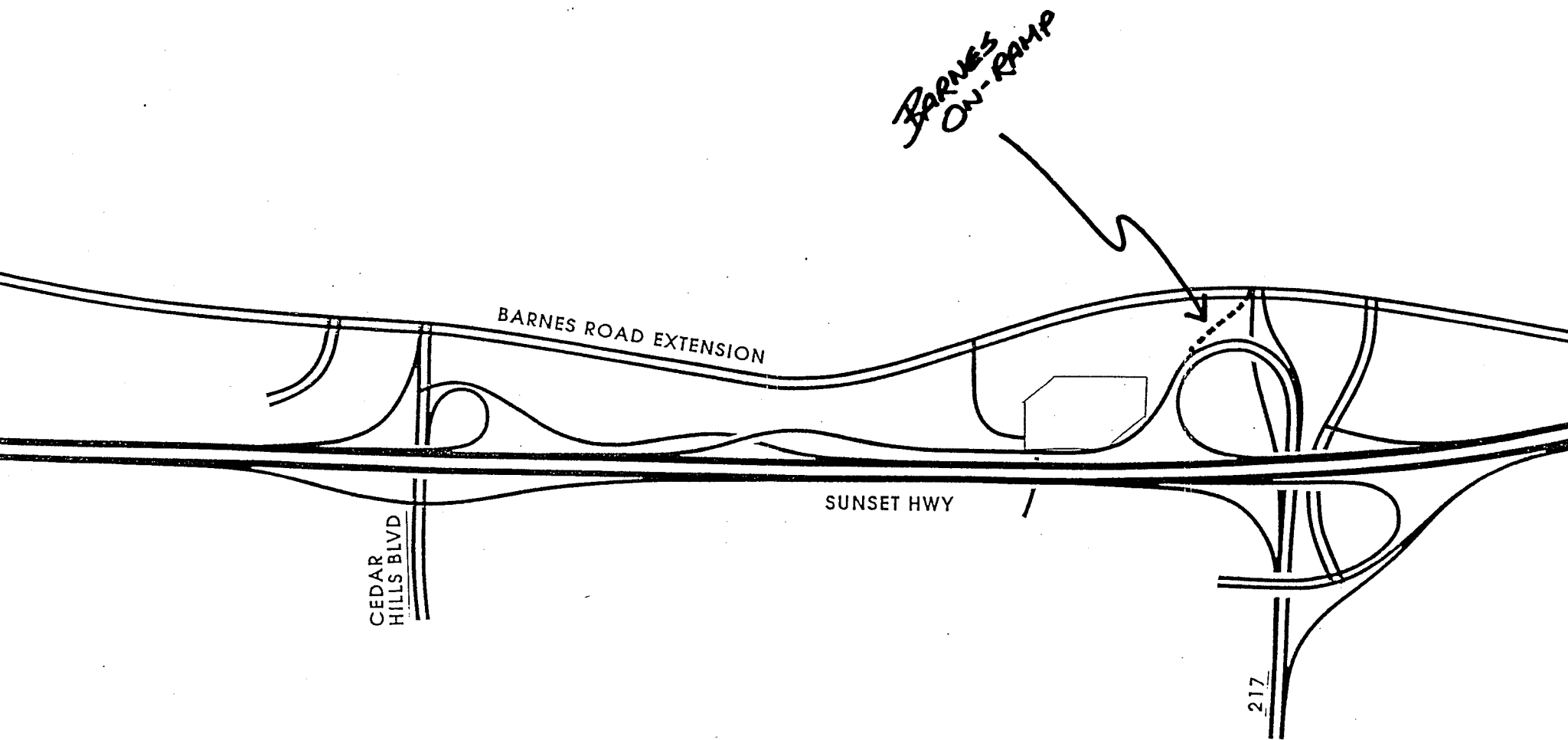
Key elements of the project:

- Widen Sunset Highway from 2-lanes in each direction to 3-lanes in each direction between the Murray Blvd. interchange and Hwy 217 interchange.
- Restore the Barnes Road on-ramp to Sunset Highway.
- Provide a separated westbound entrance ramp for traffic entering the Sunset Highway from Highway 217.
- Provide a separated exit ramp for traffic exiting Sunset Highway onto Cedar Hills Boulevard in the westbound direction.

Project History: This project has been identified by Washington County and the City of Beaverton as a high-priority project.

The project is in the Washington County Transportation System Plan (TSP). It is also listed in the 1995 Metro Regional Transportation Plan (RTP) on the Financially Constrained Projects funding list, and the Portland to Cannon Beach Junction (US 26) Corridor Plan (1999). The Washington County Board of County Commissioners recommended consideration of funding of this project through the regional MTIP/STIP process in December, 1998. (Resolution No. 98-228)

Estimated Project Cost: Initial estimate: \$20,000,000. Revised estimate: \$24,000,000 – new estimate based on a recalculation of project elements.



US 26: OR 217 – MURRAY BLVD.



LONG RANGE ALTERNATIVE
DESIGN

Project Number 1.2

Project Name: Hwy 217: Tualatin Valley Hwy to US 26

Project Description: This project is located in Washington County on Highway 217. Highway 217 is a Statewide Highway; it is also part of the National Highway System.

Problem that the proposed project is directed at addressing: Significant congestion occurs in this section of Hwy 217, a primary transportation and freight route between the western suburbs and downtown Portland, air, rail and marine port facilities. Congestion is due primarily to high traffic volumes. The congestion problems are made worse by substandard ramp locations and designs that cause back-ups and merging problems at US 26. Associated with congestion problems are related safety issues.

Key elements of the project:

- Complete widening of Hwy 217 to 6-lanes between Tualatin Valley Highway and US 26 interchange by constructing an additional northbound travel lane.
- Reconstruct ramps at Tualatin Valley Hwy, Walker Road, and US 26 interchanges.
- Install soundwalls where needed.

Project History: This project is part of the combined highway/light rail Westside Corridor Project. The 1991 Westside Corridor Project Environmental Impact Statement identified the region's preference for development of a light rail route from downtown Portland to Beaverton and Hillsboro, with related highway improvements to US 26 and Hwy 217. Completion of the Westside projects has been a long-standing priority for ODOT, Washington County, and Beaverton.

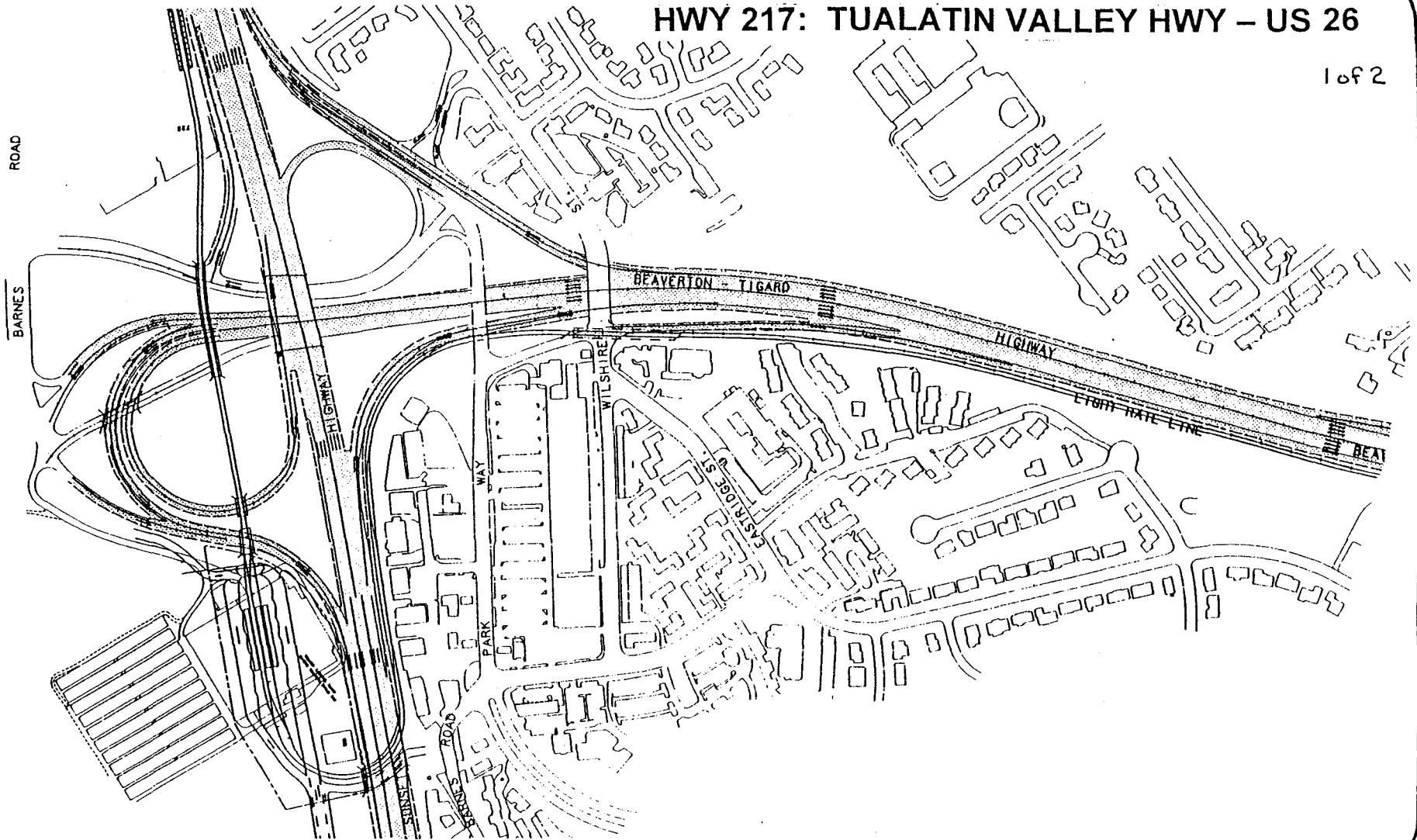
Significant congestion occurs in this section of Hwy 217, a primary transportation and freight route between the western suburbs, downtown Portland, the region's air, rail and marine port facilities and other highways of statewide and regional significance such as I-5, I-84, and I-405. Congestion is due to high traffic volumes and substandard ramp design and locations that cause backups and weaving problems for vehicles attempting to enter US 26. Associated with congestion problems are related safety issues.

This project is identified in the Washington County Transportation System Plan (TSP It is listed in the 1995 Metro Regional Transportation Plan (RTP) on the Financially-Constrained Projects funding list), and the Portland to Cannon Beach Junction (US 26) Corridor Plan.(1999). The Washington County Board of County Commissioners recommended consideration for funding of this project through the regional MTIP/STIP process in December, 1998 (Washington County Resolution No. 98-228).

Estimated Project Cost: Initial estimate: \$40,000,000. Revised estimate: \$21,000,000 - new estimate based on recalculation of project elements.

HWY 217: TUALATIN VALLEY HWY - US 26

1 of 2



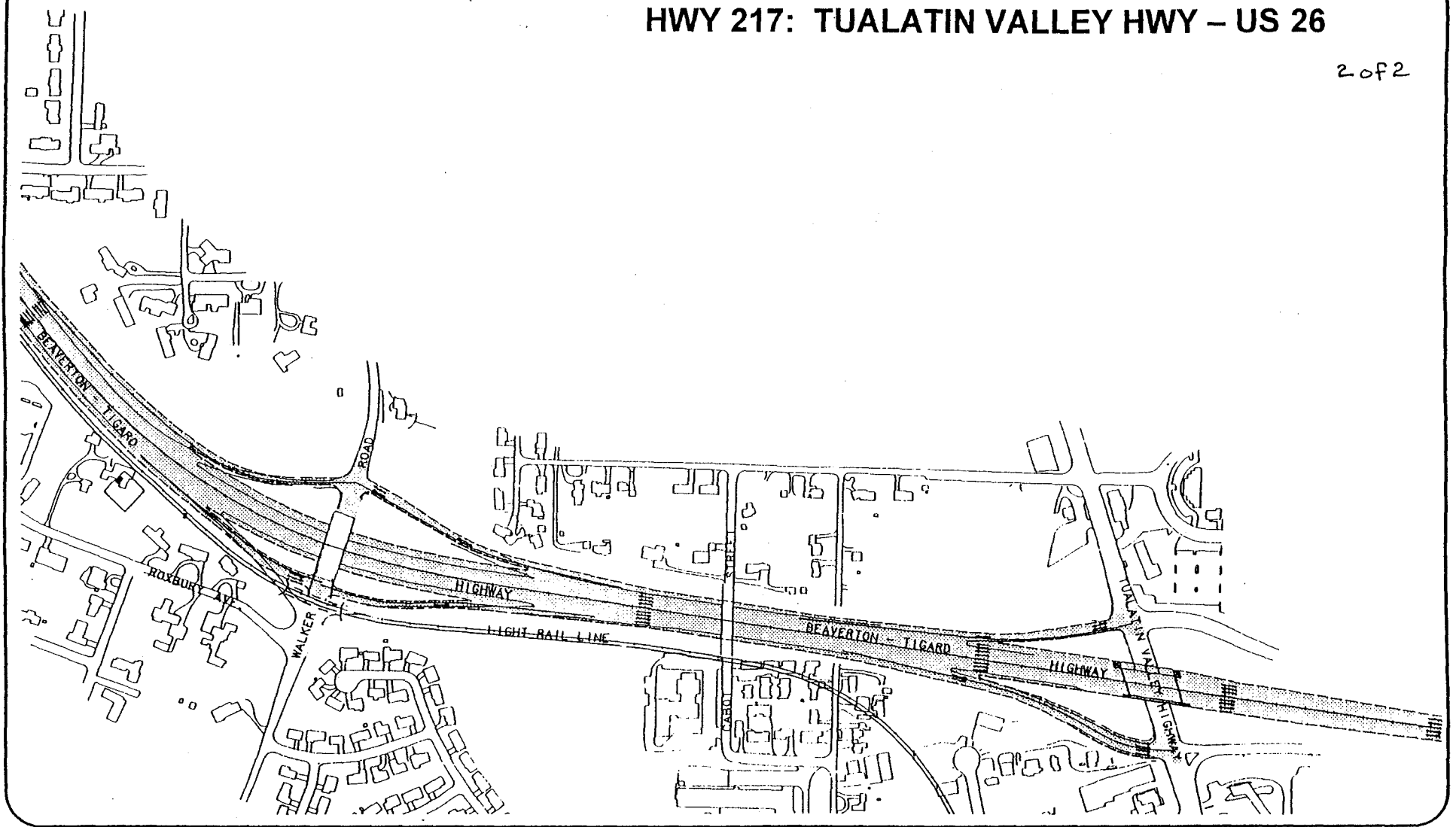
LEGEND

■ AREA OF IMPROVEMENTS

WESTSIDE CORRIDOR PROJECT

SUNSET / 217 INTERCHANGE IMPROVEMENTS
HWY. 217 WIDENING AUX. LANES

FIGURE 2.2-9g



LEGEND

 AREA OF IMPROVEMENTS

WESTSIDE CORRIDOR PROJECT

HWY. 217 WIDENING AUX. LANES

FIGURE 2.2-9h

Project Number 1.3

Project Name: US 30B: Columbia/Killingsworth/87th Ave. Connector

Project Description: This project is located in the City of Portland and would involve work on Killingsworth and 87th Avenue, state roads, and Columbia Boulevard, a city street. Killingsworth is also known as OR 30 Bypass; it is a Statewide Highway. Both Killingsworth and Columbia Blvd are on the National Highway System and the statewide freight network.

Problem that the proposed project is directed at addressing: Significant congestion occurs in this corridor, primarily due to a severe bottleneck that exists at the Columbia Blvd./Killingsworth St. intersection for eastbound Columbia Blvd. traffic trying to access I-205. This corridor is a primary distribution center for international and national trade, yet freight movements are impeded by the high volume of truck and auto trips during the peak hours of the day. This congestion forces traffic to use 82nd Ave/Airport Way as an access route to I-205. This traffic diversion creates congestion along Airport Way and the under-construction Airport MAX light rail/Portland International Center mixed use development. Associated with congestion problems are related safety issues. Furthermore, connectivity of other modes of travel in the area is minimal and could be created/enhanced through improvements to the corridor.

Elements of the proposed project: Further project development work, including a possible environmental assessment, will be needed to determine the exact improvements that will be completed in the corridor. Three specific improvement alternatives have been identified which will be further evaluated and a preferred solution selected. The likely components of the project, however, include the following:

- Provide a new connection for traffic on Columbia Blvd. to reach the Columbia Blvd./I-205 Interchange that will alleviate current congestion at the 92nd Ave. intersection of Columbia and Killingsworth, and reduce traffic constraints under the Union Pacific Railroad overcrossing near 92nd Ave.
- The proposed improvements will also be coordinated with ODOT ramp metering plans for the I-205 interchange, and enhancing bike and pedestrian movements in the corridor.

Project History: The need for this project has been recognized by the City of Portland, Port of Portland, and ODOT for some time. The scale, complexity, and estimated costs have prevented substantive improvements to date. The project was identified in the City of Portland *Columbia Corridor Transportation Study* (1999). The project took on new urgency in the past year, as the Airport MAX light rail project, connecting Portland International Airport (PDX) with the existing Eastside MAX light rail at Gateway, recently began construction. Associated with construction of light rail to the airport, is development of the Portland International Center (PIC), a mixed-use office/commercial development near the airport, with light rail transit stations on Airport Way. Truck and automobile traffic currently diverting to the Airport Way/I-205 Interchange will adversely impact the pedestrian/transit-oriented plans for this major employment center. The need for these improvements are noted in the ODOT study *Freight*

Moves the Oregon Economy (1999). It is listed in the Metro Regional Transportation Plan (RTP) on the Strategic Projects funding list.

The Metro Joint Policy Advisory Committee on Transportation (JPACT) recommended this project for the highest priority funding following completion of the Sunset Highway and I-5/Hwy 217 improvements in April, 1999. (Resolution No. 99-2773)

Estimated Project Cost: Initial Estimate: \$29,000,000 - based on earlier studies. Revised estimate:, \$24,500,000 - this new estimate is based on recalculation of project elements.

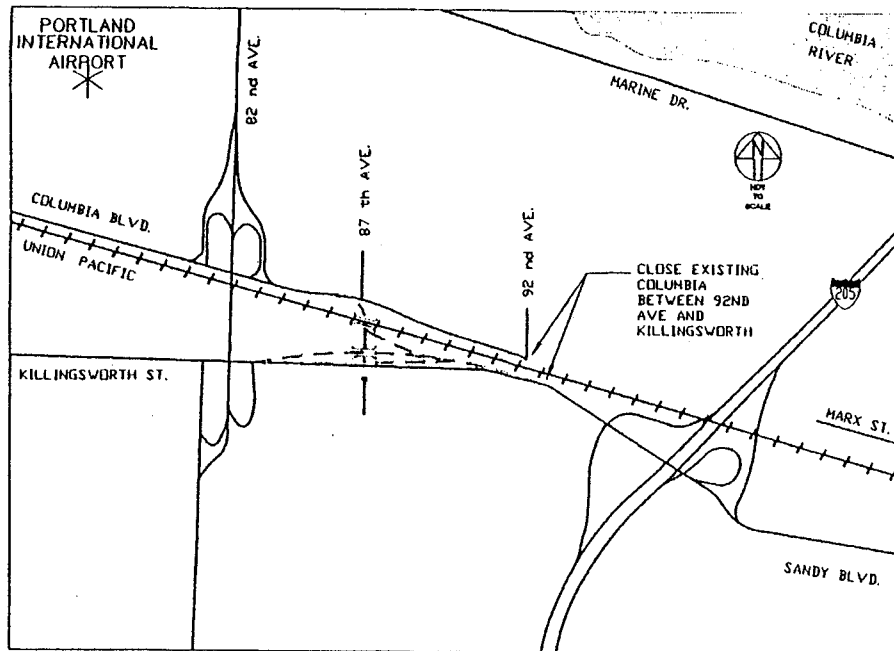
COLUMBIA/KILLINGSWORTH/82nd AVE CONNECTOR

SKETCH MAP 2

Reconnaissance Study

Alternative Two: 87th Avenue Grade-Separated Connector (3B)

Combines the construction of a new connector, near 87th Avenue including new railroad underpass, with a grade-separated intersection at Killingsworth Street. This alternative would involve closing Columbia Boulevard to all eastbound traffic, east of 87th Avenue, all the way to the intersection with Killingsworth Street.



Advantages:

- Grade-separated intersection on Killingsworth increases capacity, reduces delay.
- Improved safety due to improved geometrics and increased sight distances.
- Higher capacity railroad underpass than existing on Columbia at 92nd Avenue, therefore providing much improved connectivity between Columbia Boulevard and Killingsworth Street.
- Eliminates the need for the existing Columbia / Killingsworth signal when existing underpass is converted to one-way, access from Killingsworth WB only.
- Improved LOS due to signal down-grading to pedestrian-only at Columbia / Killingsworth.
- Minimal traffic disruption with staged construction outside existing roadway.

Disadvantages:

- High-standard temporary railroad detour required for duration of construction.
- Entire acquisition of six privately owned tax lots; partial acquisition of one additional tax lot.
- High cost.
- Does not address congestion at I-205 ramp terminal signals.
- Close access to 87th Avenue south of Killingsworth.

Project Number 1.4

Project Name: Clackamas Industrial Connection – I-205 to 145th

Project Description:

This project is located in Clackamas County. The Clackamas Industrial Connector represents Phase I of Unit I of the Sunrise Corridor. This project will extend the Milwaukie Expressway (Hwy 224) across I-205 at the 82nd Avenue overpass and will join Highway 212/224 at approximately 145th Avenue.

Problem the proposed project is directed at addressing:

The Milwaukie Expressway (Hwy 224) provides the main east-west connection between Portland, Milwaukie and Clackamas. The Expressway currently ends where the road meets I-205. At this point eastbound traffic must use either I-205 or 82nd Drive, two southbound roads, for approximately one mile, and then continue east on the Clackamas Highway. Similarly, westbound traffic on the Clackamas Highway must either use 82nd Drive or I-205 north for approximately one mile to pick up the Milwaukie Expressway. Because of the limited east-west routes in this area, significant congestion occurs on I-205, 82nd Drive, the Clackamas Highway.

The lack of direct east-west connections is particularly a problem in this area because it is also home to the Clackamas Industrial Area, which includes thirteen major warehouse/distribution facilities, encompassing approximately 4.9 million sq. ft. on 269 acres. The Clackamas Industrial Connector will improve freight connections by providing more direct east-west movements and relieving congestion on the surrounding road system.

Key elements of the project:

- Extend the Milwaukie Expressway (Hwy 224) across I-205 at the 82nd Avenue overpass and transition the new road into the existing Highway 212/224 at approximately 145th Avenue.

Project History: There has been long-standing interest in Clackamas County, and the larger metro region, for transportation improvements along the Sunrise Corridor (OR 212/224). This project represents Phase 1, of Unit one of the Sunrise Corridor project. It will allow for better connections to the Clackamas Industrial Area and better east-west connections between Portland and Clackamas.

In 1988, The Oregon Transportation Commission (OTC) designated the Sunrise Corridor as one of fifteen (15) Access Oregon Highway (AOH) routes, in recognition of its role in enhancing economic development in the region by providing an efficient highway link between major geographic and economic centers. In 1989, Clackamas County amended its Comprehensive Plan to include construction of the Sunrise Corridor. Metro has included this project in the Regional Transportation Plan (RTP) as a Regional Highway Corridor. In 1993, a Draft Environmental Impact Statement (DEIS) of the Sunrise Corridor was completed by ODOT. In 1996, the Clackamas County Board of Commissioners approved the recommended alignment of the Sunrise Corridor. (Order No. 96-736). A Final Environmental Impact Statement (FEIS) is near completion. This project is identified in the draft Clackamas County Transportation System Plan (TSP) (1999).

Estimated Project Cost: Initial estimate: \$65,000,000. Revised estimate: \$72,500,000 – new estimate based on recalculation of project elements.

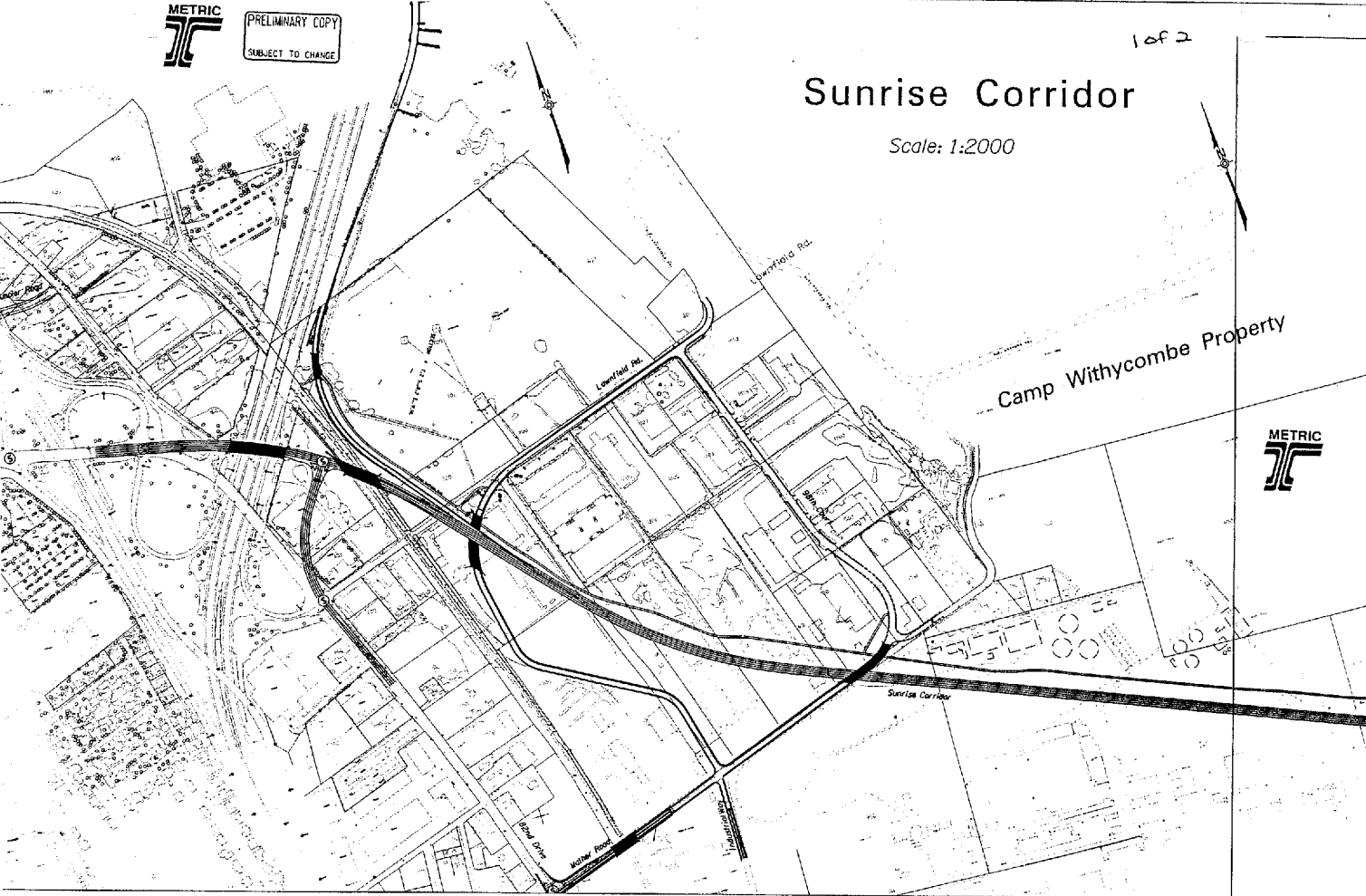


PRELIMINARY COPY
SUBJECT TO CHANGE

1 of 2

Sunrise Corridor

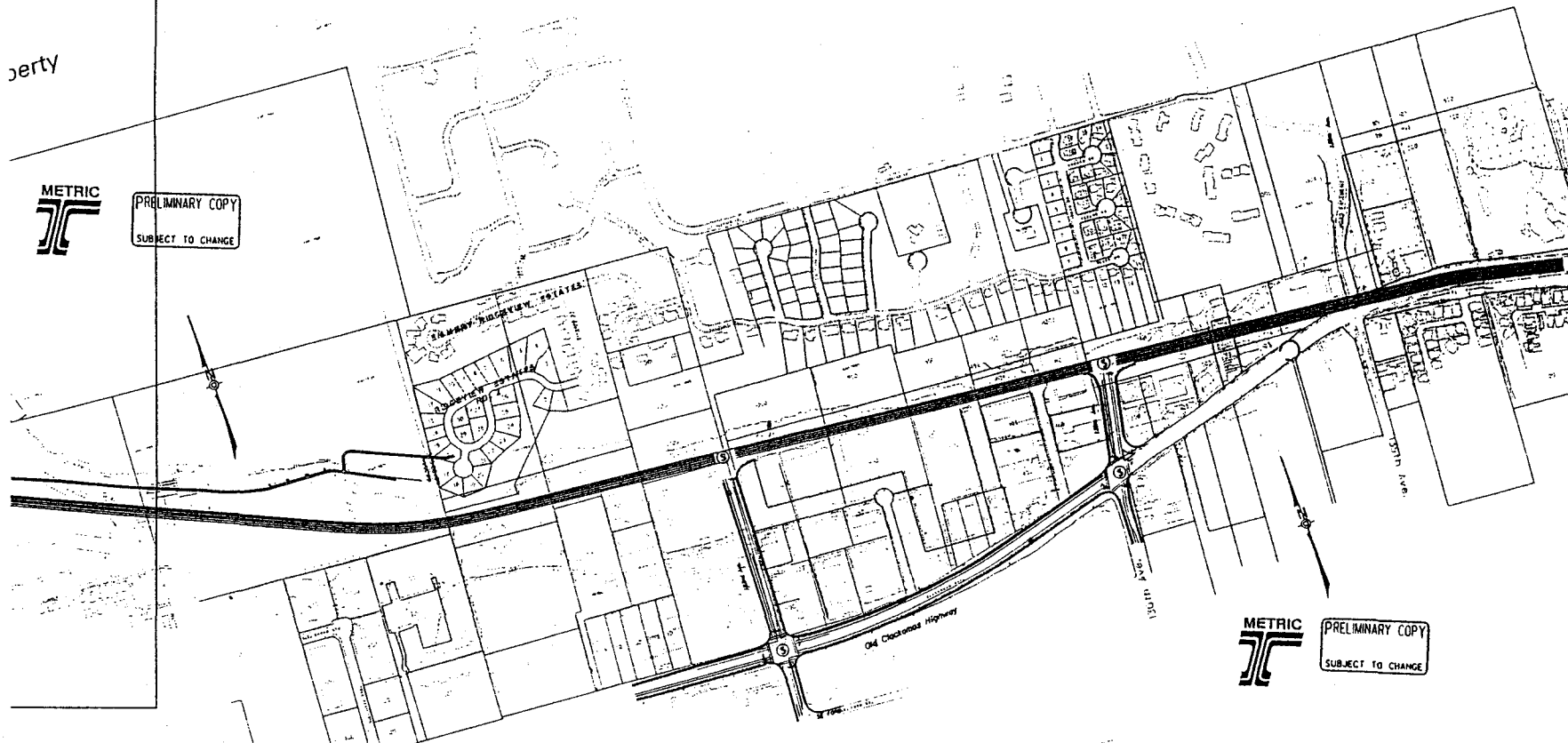
Scale: 1:2000



Clackamas Industrial Connector: I-205 to 145th Avenue

Sunrise Corridor

Scale: 1:2000



Project Number 1.5

Project Name: I-5: Greeley – N. Banfield

Project Description: This project is located in Multnomah County on Interstate 5, an Interstate Highway which is also part of the National Highway System.

Problem that the proposed project is directed at addressing: This section of I-5, a designated State Freight Route, experiences extreme delay due to limited through capacity and several merges with on and off ramps in close proximity. It currently provides through interstate travel; serves as an interchange between the designated State Freight Routes of I-84 and I-405; and, serves the local areas through access to city streets. Congestion also contributes to high accident rates.

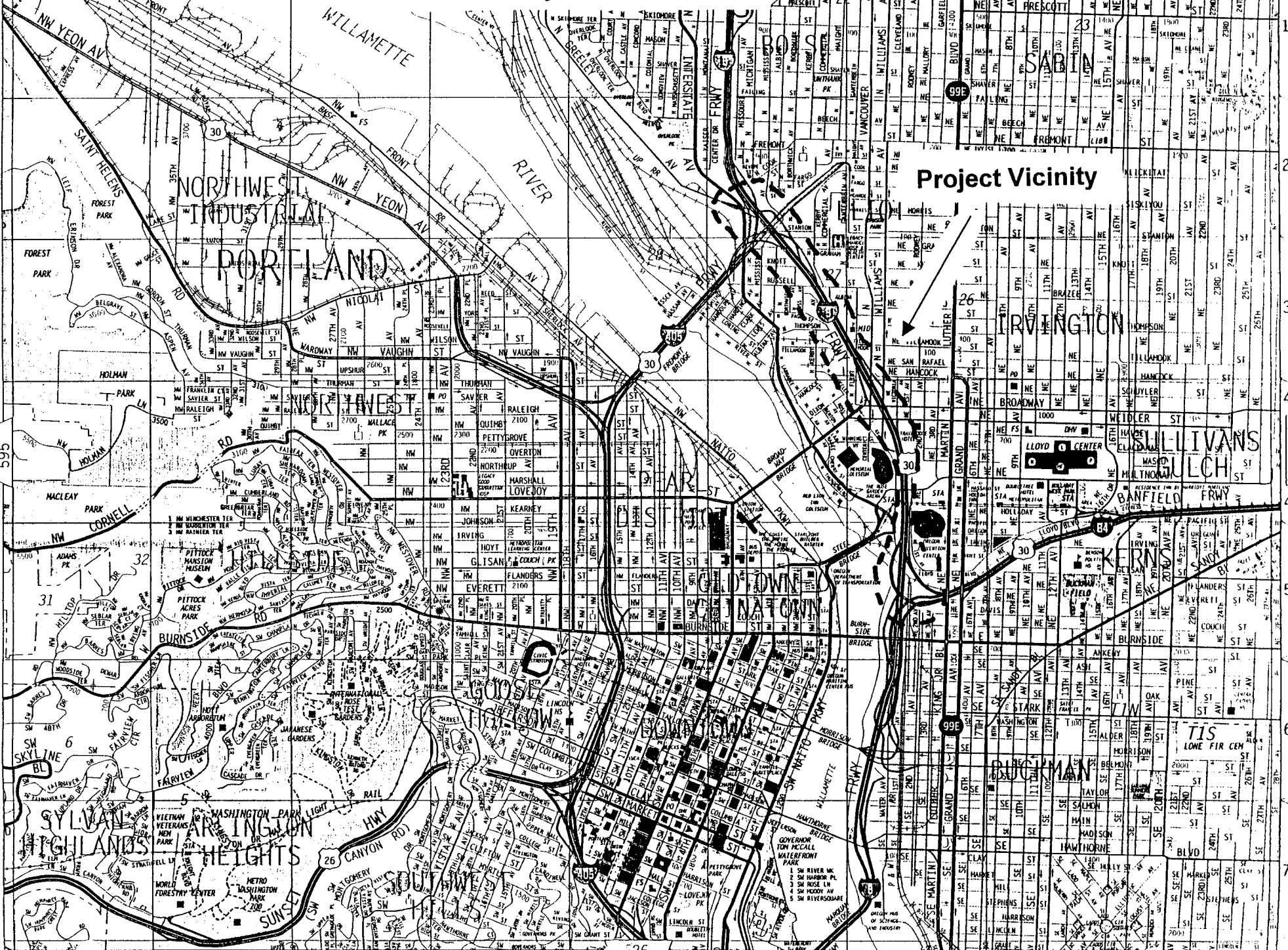
Key elements of the proposed project: An environmental impact statement will need to be conducted to determine the exact improvements that would be associated with this project. Key elements of this project are expected to include:

- Add one lane in each direction to I-5 from I-84 to Greeley Avenue.
- Separate southbound I-5 traffic exiting to I-84 from traffic entering I-5 at the Rose Quarter.
- Separate northbound I-5 traffic exiting at Broadway/Weidler from traffic entering I-5 from I-84.
- Construct local access road between Broadway and the Steel Bridge.

Project History: This project has been examined, on and off, since 1979. The scale, complexity, potential impacts on adjacent properties, and estimated costs have prevented substantive improvements to date. The project has been a long-standing priority for ODOT and the City of Portland. It is listed in the Metro Regional Transportation Plan (RTP) on the Strategic Projects funding list.

Estimated Project Cost: \$92,000,000

I-5: Greeley - North Banfield



Project Vicinity

Project Number 1.6

Project Name: Tualatin-Sherwood Expressway: Environmental Statement

Project Description: This project is located in Washington County. Funding would be used to conduct an Environmental Impact Statement (EIS) for the Tualatin-Sherwood Expressway, a proposed new roadway between I-5 and 99W.

Problem that the proposed project is directed at addressing: Regional through-traffic overburdens existing local arterials in that service Town Centers in Sherwood, Tualatin, Tigard, and King City. Widening of these local arterials to accommodate regional through-trips would diminish planned efforts to make these facilities less congested and more pedestrian/ bike/ transit friendly. The Tualatin-Sherwood Expressway would improve access to regional population and employment centers in Washington, Clackamas, and Multnomah counties, as well as provide linkages to Yamhill County and Oregon Coast. Environmental impacts with new alignment will be assessed through this project.

Key elements of the project: Conduct EIS for 4-travel lane, limited access Expressway between I-5 and OR 99W.





Project History: There has been long-standing interest in Washington County for a Western By-Pass to facilitate circumferential travel in the SW Portland metro area. In 1987, Metro completed the Southwest Corridor Study. The Metro Regional Transportation Plan (RTP) was amended to include the Western By-Pass Corridor. In 1988, Washington County amended its Transportation System Plan (TSP) to include a bypass for further study. In 1989, Metro updated its RTP to recommend the bypass contingent on compliance with local comprehensive plans and state land-use policies. In 1989, ODOT initiated the Western By-Pass Study (WBS) Major Investment Study (MIS). In June 1996, the WBS/MIS recommended that due to adverse environmental, land-use, and planning issues, a combination of improvements to existing facilities, in conjunction with selected new facilities, be pursued. The principal new facility improvement recommended was the Tualatin-Sherwood Expressway.

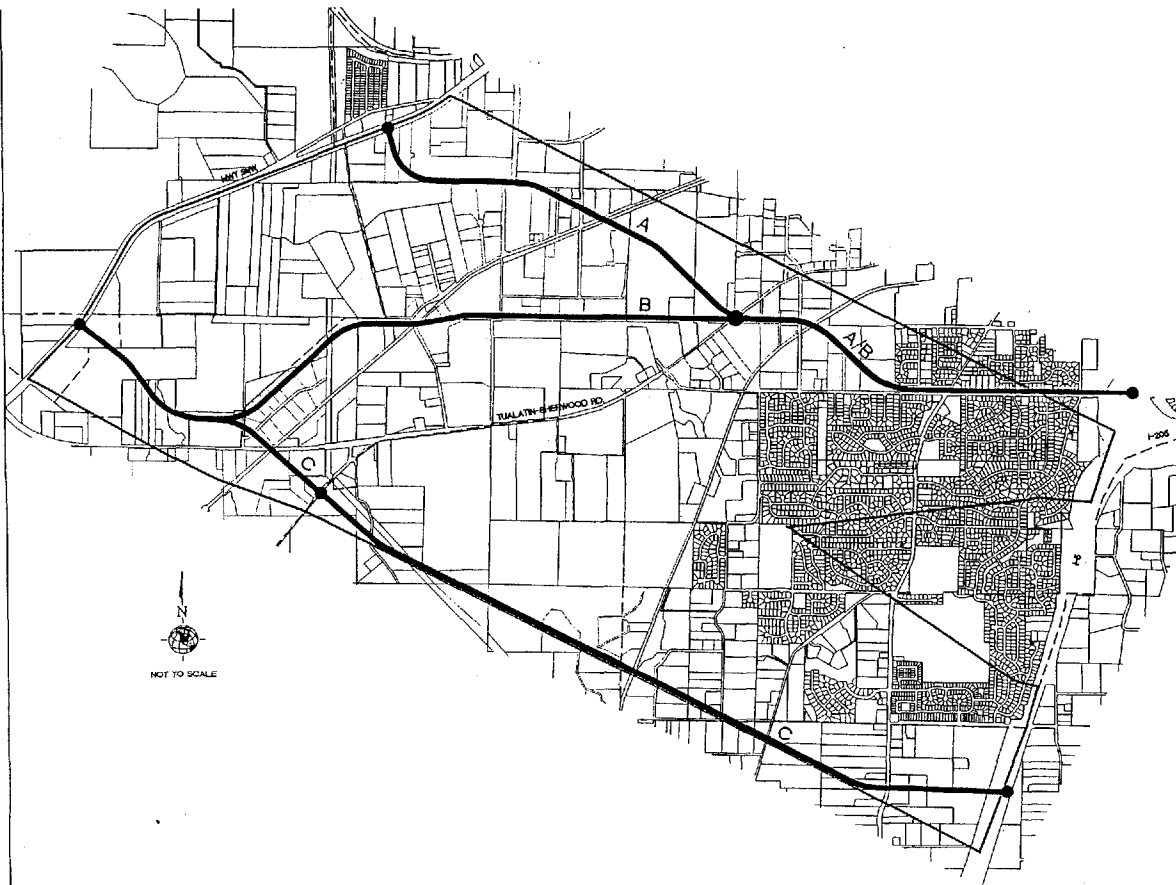
In 1995, Oregon Legislature passed SB 626, which authorized the building, operation, and maintenance of tollways. The Tualatin-Sherwood Expressway was one of two projects specifically identified for evaluation. In October, 1996 the Oregon Transportation Commission approved proceeding with siting studies, land-use, and environmental feasibility of this tollway project. In early 1997, the Metro Council amended the RTP to add the Tualatin-Sherwood Expressway project. In December, 1997 ODOT, in partnership with Washington County and the cities of Tualatin and Sherwood, completed the *I-5/99W Connector Fatal Flaws Analysis*, that evaluated a range of feasible alternatives, from a land-use, engineering and environmental standpoint, and determined that proceeding with an EIS was a reasonable course of action. This study project is identified in the Washington County TSP. It is listed in the Metro Regional Transportation Plan (RTP) on the Strategic Projects funding list.

Estimated Project Cost: \$3,000,000

Figure 3-2
**RANGE OF
 REPRESENTATIVE
 ALIGNMENTS**

LEGEND

-  Alignment Alternative
-  Study Boundary
-  Urban Growth Boundary
-  Interchange/Intersection



TUALATIN – SHERWOOD EXPRESSWAY

Project Number 1.7

Project Name: US 30: Swedetown - Lost Creek

Project Description: This project is located in Columbia County on US 30, also known as the Lower Columbia River Highway. This is a Statewide Highway that is also part of the National Highway System.

Problem that the proposed project is directed at addressing: This section of OR 30, located between the Cities of Rainier and Clatskanie, is a designated State Freight Route, which experiences heavy truck traffic. It traverses a varied terrain, with narrow shoulders, steep slopes, and open drainage ditches. A portion of this section includes a relatively steep grade that presents a number of safety hazards, due to an incomplete climbing lane. An existing eastbound climbing ends prematurely before reaching the crest of the hill, causing a hazardous condition for merging traffic. The steep incline and narrow shoulders, create a hazardous condition for vehicles, including school buses, required to wait in the travel lane while attempting to make a westbound left-turn at Lindberg Rd.

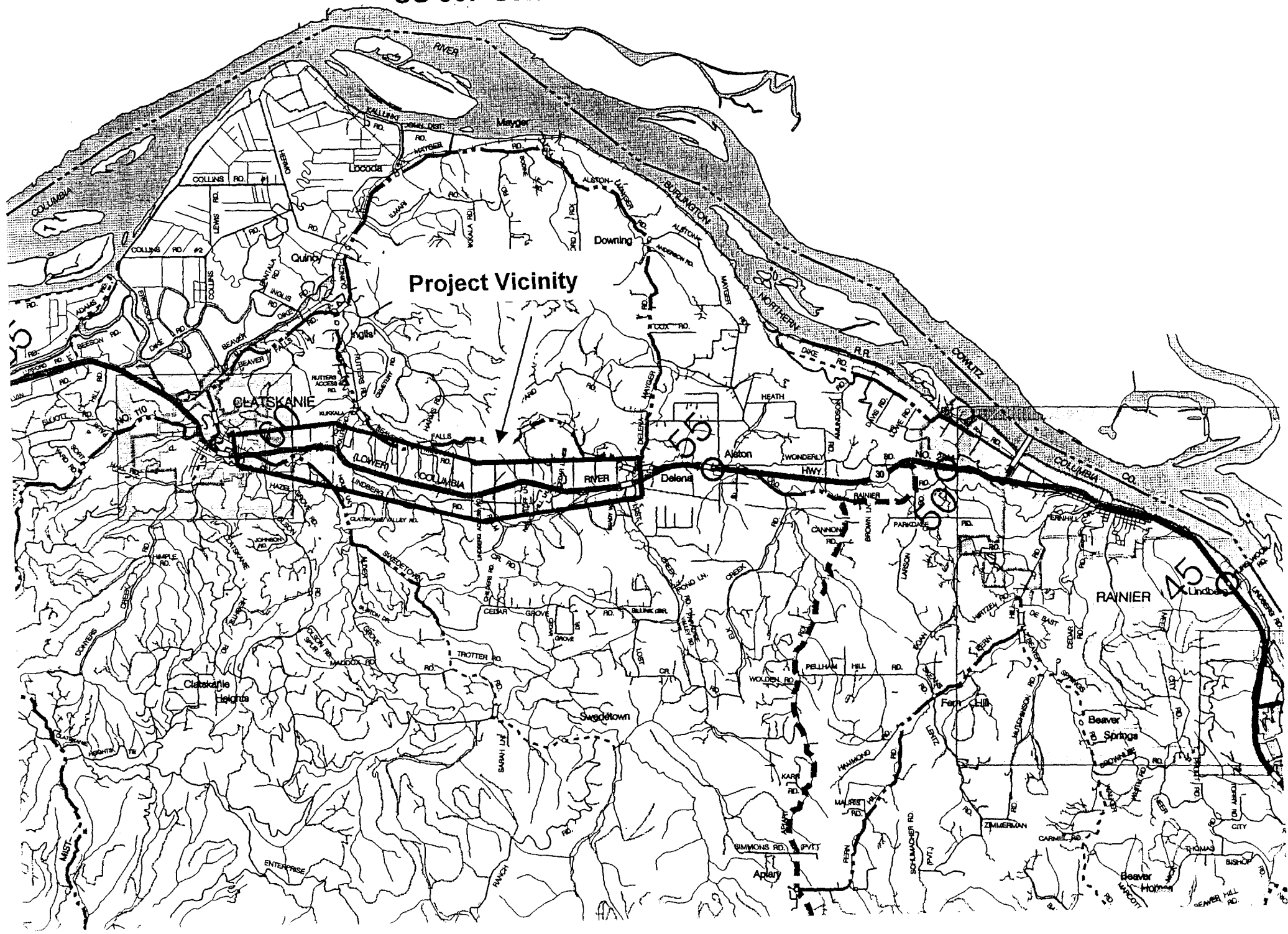
Elements of the project:

- Extend existing eastbound climbing lane to crest of hill.
- Widen shoulders.
- Construct left-turn pocket at Lindberg Rd.

Project History: Discussions between ODOT and Columbia County were initiated in 1991 to address deteriorating pavement conditions and fix safety deficiencies along this section of US 30. Changes in design standards occurred during that time period, such that Preservation projects funded with federal highway funds, required upgrading of highway conditions to 3R conditions, including widening of shoulders. ODOT was not able to accomplish these standards, or additional safety improvements that were identified, because sufficient funding was not available at the time. Therefore, by agreement with the FHWA, this section of highway received only an asphalt overlay in 1994, along with new guardrails, with full 3R design standards deferred to a later date. This project is identified in the Columbia County Rural Transportation System Plan (TSP) (1998), and the *Portland – Astoria (US30) Corridor Plan* (1999).

Estimated Project Cost: Initial estimate: \$7,000,000. Revised estimate: \$9,000,000 – new estimate based on recalculation of project elements. Estimate continues to be under review.

US 30: SWEDETOWN RD. – LOST CREEK RD.



Project Number 1.8

Project Name: US 26: OR 217 to Camelot Court

Project Description: This project is located in Washington County on US 26, also known as the Sunset Highway. US 26 is a Statewide Highway; it is also a part of the National Highway System.

Problem that the proposed project is directed at addressing: Significant congestion occurs in this section of Sunset Highway, the primary transportation and freight route between the western suburbs, downtown Portland, the region's air, rail and marine port facilities, and other highways of statewide and regional significance such as I-5, I-84, and I-405. Congestion is due primarily to high traffic volumes. The congestion problems are made worse by substandard ramp locations and design that cause back-ups and merging problems. Associated with congestion problems are related safety issues.

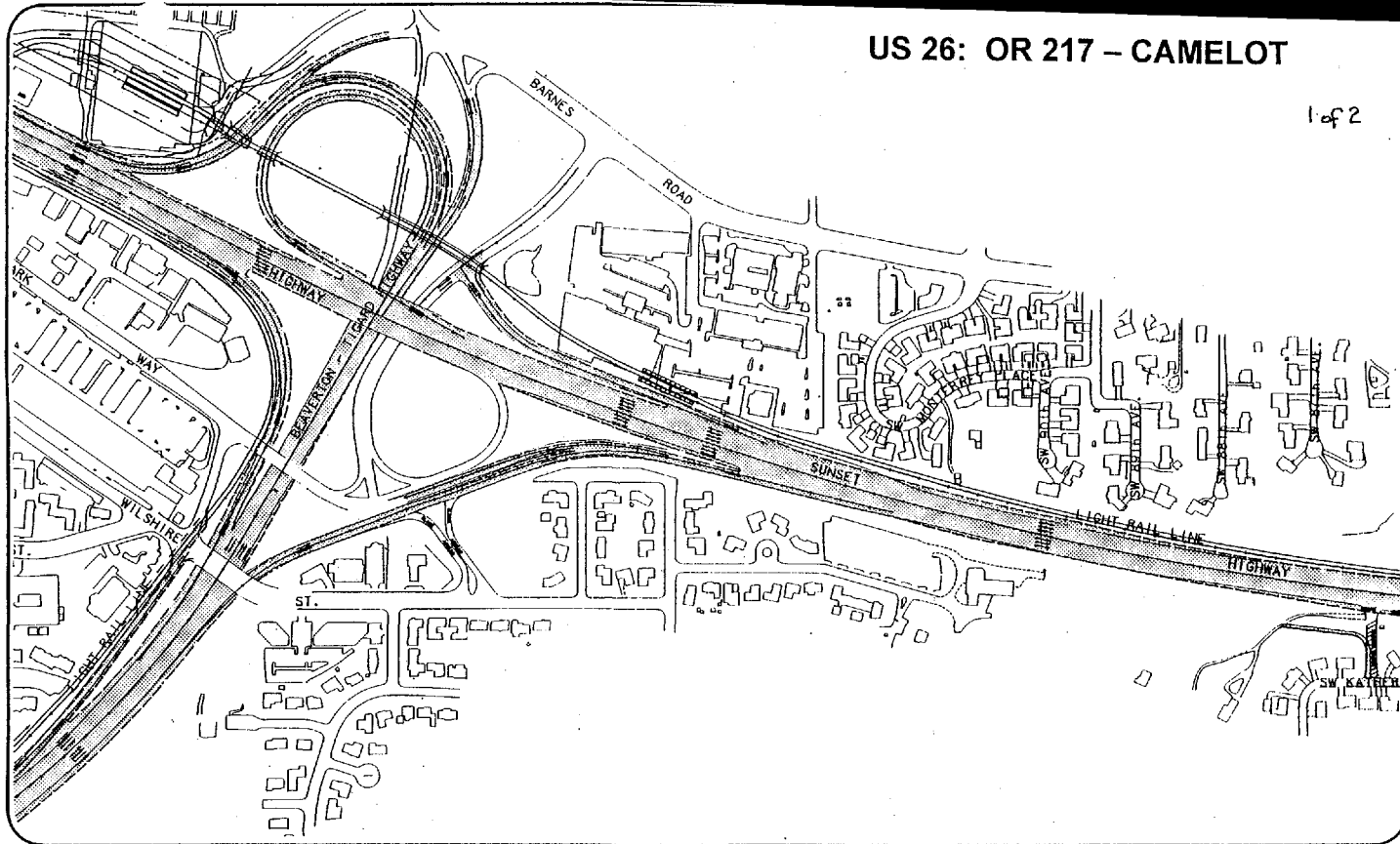
Key elements of this project:

- Complete widening of Sunset Hwy to 6-lanes between Camelot Court and Hwy 217 interchanges, by adding an eastbound travel lane.
- Add ramp meters, soundwalls, and bike facilities from Camelot Court to Hwy 217.
- Close local accesses to Sunset Highway
- Reconstruct the northbound Hwy 217 to eastbound Sunset Hwy ramp to improve merging and to add a bus bypass lane.

Project History: This project is part of the combined highway/light rail Westside Corridor Project. The 1991 Westside Corridor Project Environmental Impact Study (EIS) identified the region's preference for development of a light rail route from downtown Portland to Beaverton and Hillsboro, with related highway improvements to US 26 and Hwy 217. Completion of the Westside projects has been a long-standing priority for ODOT, Washington County, and Beaverton.

This project is identified in the Washington County Transportation System Plan (TSP) and Beaverton TSP. It is listed in the 1995 Metro Regional Transportation Plan (RTP) on the Financially Constrained Projects funding list, and in the Portland to Cannon Beach Junction (US 26) Corridor Plan (1999). The Washington County Board of County Commissioners recommended consideration for funding of this project through the regional MTIP/STIP process in December, 1998. (Washington County Resolution No. 98-228)

Estimated Project Cost: Initial estimate: \$13,000,000. Revised estimate: \$11,500,000 --
- new estimate based on a recalculation of project elements.



LEGEND

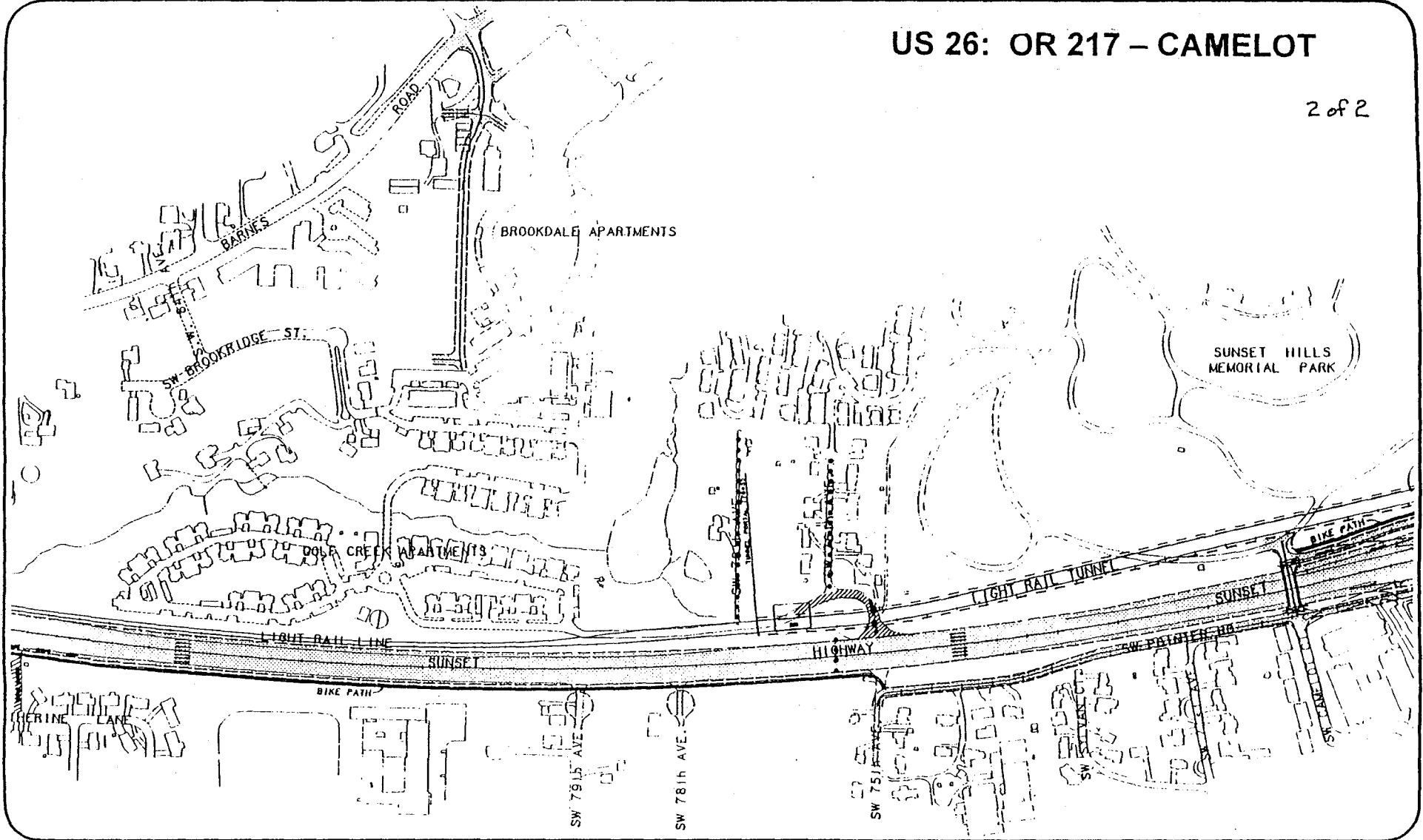
- AREA OF IMPROVEMENTS
- ROAD CLOSURE

WESTSIDE CORRIDOR PROJECT
SUNSET/217 INTERCHANGE IMPROVEMENTS




FIGURE 2.2-9e

US 26: OR 217 - CAMELOT

2 of 2



LEGEND

-  AREA OF IMPROVEMENTS
 ROAD CLOSURE
 ROAD CLOSURE

WESTSIDE CORRIDOR PROJECT

SUNSET HWY. WIDENING LOCAL ACCESS CLOSURES

FIGURE 2.2-9d

Project Number 1.9

Project Name: OR 99E: Hwy 224 to River Road

Project Description: This project is located in the City of Milwaukie on OR 99E, also known as McLoughlin Boulevard. OR 99E is a District Highway.

Problem that the proposed project is directed at addressing: Limited signalized intersections, and extensive roadway width, prevent safe and convenient crossing opportunities for pedestrians, and poor access to riverfront properties. The highway presents barrier to more pedestrian/bicycle-friendly circulation within the proposed Milwaukie Town Center, and connection to riverfront recreational amenities. Existing signal and circulation systems are not coordinated with major east-west collectors.

Key elements of the project: The project will implement Metro Regional Blvd. Street Designs. It will:

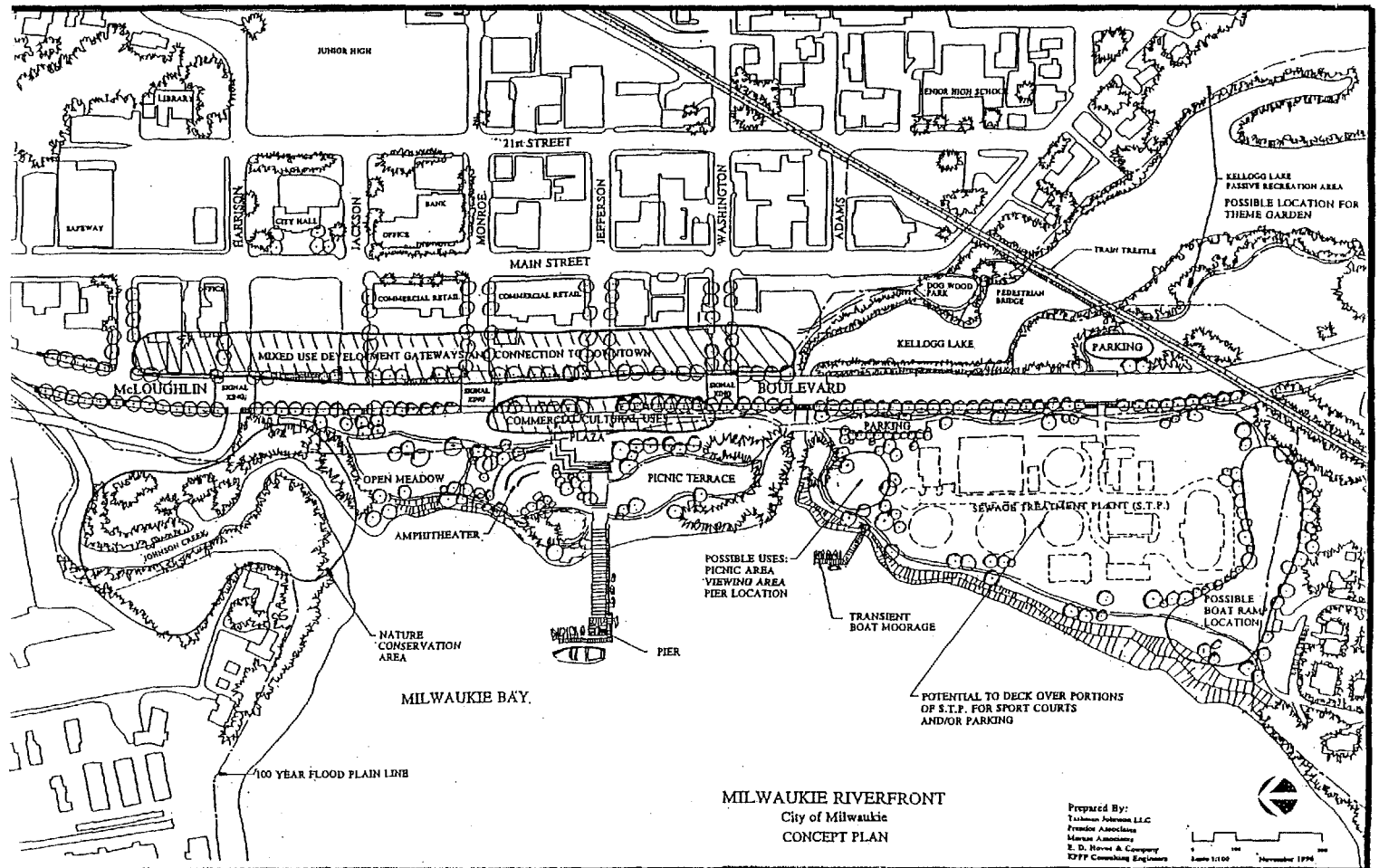
- Resurface McLoughlin Blvd. from Harrison Street to the River Road.
- Establish two-block spacing between traffic signals through downtown section, as follows: retain existing signal at Harrison St.; add new signals at Monroe and Washington Streets; remove existing signal at Jefferson St.
- Relocate access to existing sanitary sewage treatment plant.
- Install raised, landscaped medians at selected locations.
- Widen and extend sidewalks.
- Provide landscaping.
- Designate bike lanes on both sides of highway.

Project History: Improvements to McLoughlin Blvd. were first proposed by the City in 1991 as an urban renewal project. McLoughlin Blvd. has increasingly been seen as a pedestrian unfriendly roadway that was a barrier to safe and convenient access to the riverfront park area. The City's growing recognition of the desirability of facilitating a connection from the downtown to the Willamette Riverfront was refined through a series of public visioning and planning efforts during the 1990's, including the *Milwaukie Visual Preference Survey (1994)*, *Milwaukie Vision Project Final Summary (1995)*, *Milwaukie Riverfront Concept Plan (1997)*, *Milwaukie Transportation System Plan (TSP) (1997)*, and *Milwaukie Regional Center Master Plan (1997)*.

This project is identified in the Milwaukie's Transportation System Plan (TSP) and their Regional Center Plan. It is listed in the Metro Regional Transportation Plan (RTP) on the Strategic Projects funding list. It has been selected as one of the Governor's Community Solutions Team (CST) project.

Estimated Project Cost: Initial estimate: \$2,500,000. Revised estimate: \$1,700,000 – based on recalculation of project elements.

OR 99E: HARRISON ST. TO RIVER ROAD



MILWAUKIE RIVERFRONT
City of Milwaukie
CONCEPT PLAN

Prepared By:
Tishman Johnson LLC
Frederic Johnson
Marisa Johnson
E. D. Hovet & Company
EVTT Consulting Engineers

Scale 1" = 100' November 1996

Project Number J.4

Project Name: Sandy Modernization (12th to 57th Avenue)

Project Description: This project is located in the City of Portland on Sandy Boulevard. Sandy is a District Highway. This project would provide for reconstruction of Sandy as a Main Street and transfer jurisdiction of the street to the City of Portland.

Problem that the proposed project is directed at addressing:


Sandy Blvd., between 12th and 57th, faces a number of challenges in providing safe and efficient transportation for all modes. This is of particular importance since Sandy is a Main Street in a Town Center. The confluence of modes and modal demands combined with geographic elements add to this problem. The project would improve the Sandy corridor for auto, transit, and pedestrian uses. Project improvements include ITS improvements to improve traffic and transit operations and pedestrian improvements to facilitate safe access to adjacent neighborhoods.

Key elements of the project:

- Project improvements include new signalization to improve pedestrian crossing opportunities and access to adjacent neighborhoods.
- ITS improvements to improve transit and traffic operations include, variable message signage at 43rd and 45th, transit kiosks and real time information services, pedestrian enhancements (infrared detectors) and parking information.
- Additional improvements include curb extensions, signalized crosswalks and selected street closures to reduce pedestrian crossing distances and create on-street parking.
- Streetscape improvements at selected commercial nodes - 20th, 28th, 33rd, 42nd, and 52nd will create a more attractive and functional pedestrian and transit realm.

Project History:

Estimated Project Cost: \$20 million



Sandy Boulevard
12th Ave. to 57th Ave.

This is a technical map of a city street grid. A thick black line, representing Sandy Boulevard, runs diagonally from the bottom-left towards the top-right. The map shows a regular grid of streets, with some areas containing irregular, wavy lines that likely represent topographical features or parks. A rectangular box with a black border is positioned in the upper-middle section of the map, containing the text 'Sandy Boulevard' and '12th Ave. to 57th Ave.'.

Project Number J.5

Project Name: SW Clay/Market Reconstruction

Project Description: This project is located in the City of Portland on Clay and Market Streets.

Problem that the proposed project is directed at addressing:

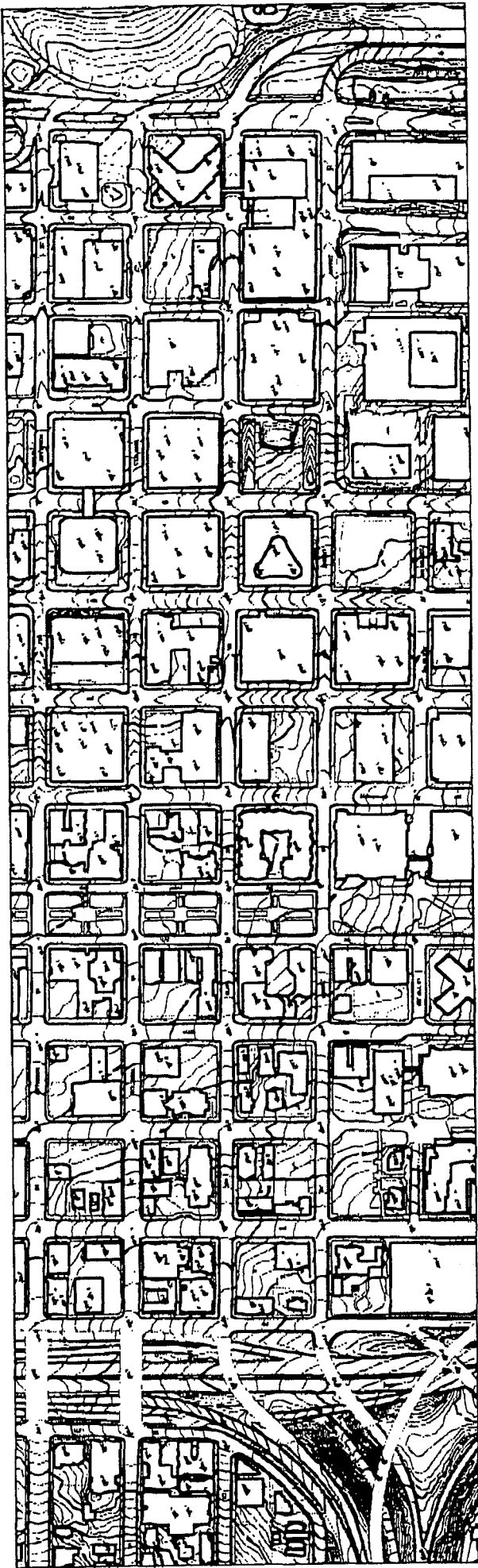
The Clay/Market couplet is a critical central city transportation link. Current pavement surface maintenance activities have become ineffective in extending the life of this facility. In addition, traffic signals and pedestrian crossing are not up to modern standards. The link crosses eleven Central City Walkways between I-405 and the Willamette River.

Key elements of the project:

The Clay/Market couplet's proposed classification in the Region 2040 Growth Concept is a "Collector of Regional Significance," and a "Community Boulevard." Funding allows reconstruction of the couplet to urban standards. Current pavement surface maintenance activities have become ineffective in extending the life of this critical central city link. Full depth pavement reconstruction, including reconstruction of the stormwater drainage facilities and replacement of traffic signal loops, will allow at least 20 years of useful life and serve us well into the 21st Century.

Project History:

Estimated Project Cost: \$5 million



City Photogrametric Dwg plotted on GeoOutlook by CCL 10/8/99; not to scale

Project Number J.6

Project Name: SE Powell Blvd.: Central Eastside Southbound Access

Project Description: This project is located in the City of Portland on Powell Boulevard.

Problem that the proposed project is directed at addressing:

The problem being addressed is inadequate access to Portland's Central Eastside Industrial Area. The proposed project provides a cost-effective solution to this problem. The Powell-Milwaukie intersection creates a significant barrier for connecting the Central Eastside to the Milwaukie Main Street – including transit access.

Key elements of the project: Construct new street connection from SE 7th Ave to the SE 8th / Division intersection, modify existing local street intersections and revise signal to improve access and route continuity in the Central Eastside Industrial District.

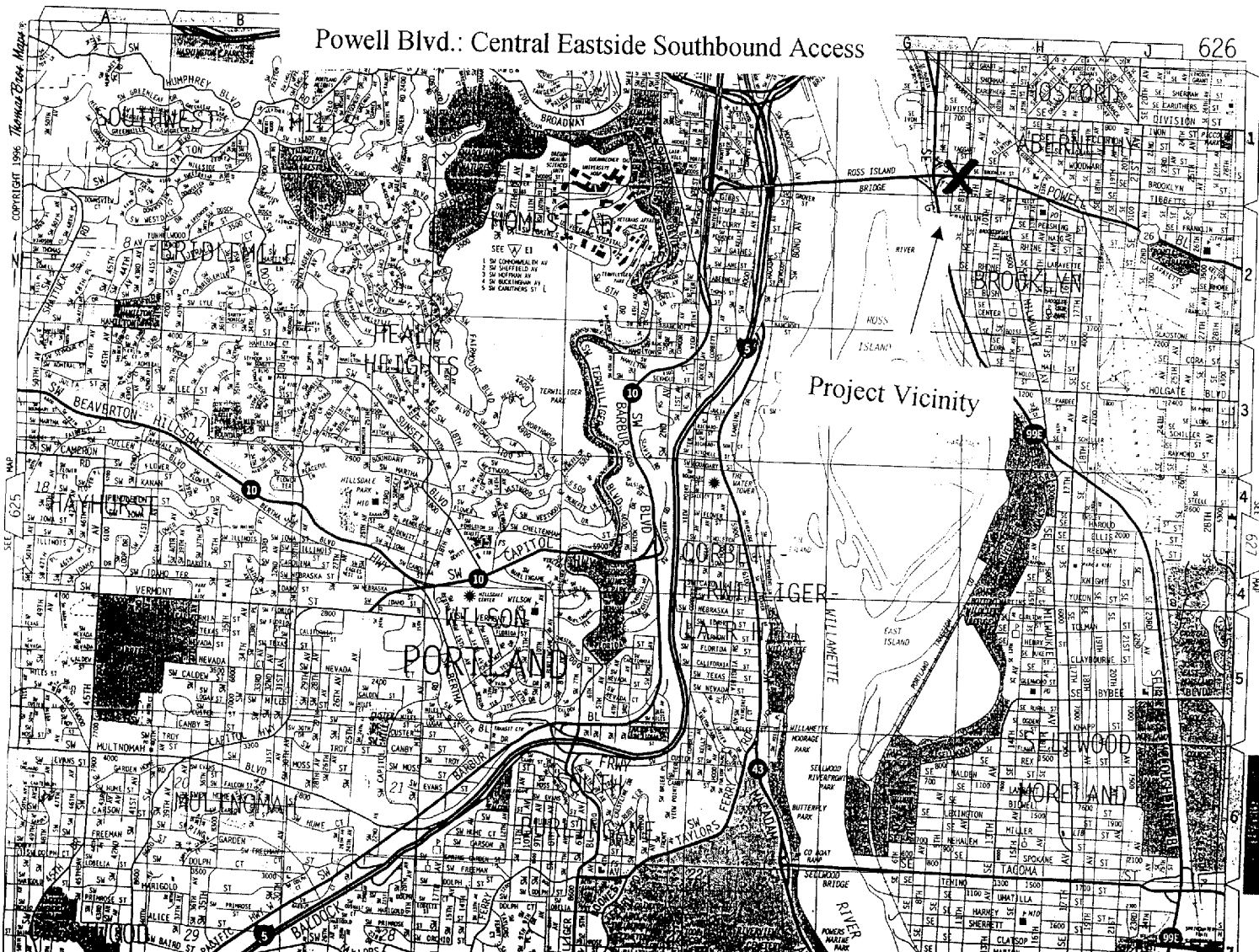
Project improvements include a new traffic signal at the SE 8th/Powell intersection, along an upgraded street segment of SE 8th Avenue between the new signal and SE Division St., and an interconnection of SE 8th to SE 7th north of Division. These improvements collectively provide a new access route from the Central Eastside Industrial District to Powell Blvd. and I-5 Southbound as a cost effective alternative to building the East Marquam on-ramp project at Water Avenue. This project also includes improvements to the Milwaukie/Powell Intersection which focus on pedestrian, transit stop and transit operations enhancements.

Project History:

Estimated Project Cost: \$6.5 million

Powell Blvd.: Central Eastside Southbound Access

626



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625

627

Project Number J.7

Project Name: South Portland Circulation Phase I

Project Description: This project is located in the City of Portland on Naito Parkway.

Problem that the proposed project is directed at addressing:

Currently, Naito Parkway and other regional transportation facilities bisect the Lair Hill community -- a high density innercity neighborhood. Naito Parkway's current design, as a limited access facility, is no longer compatible with Region's 2040 multi-modal objectives.

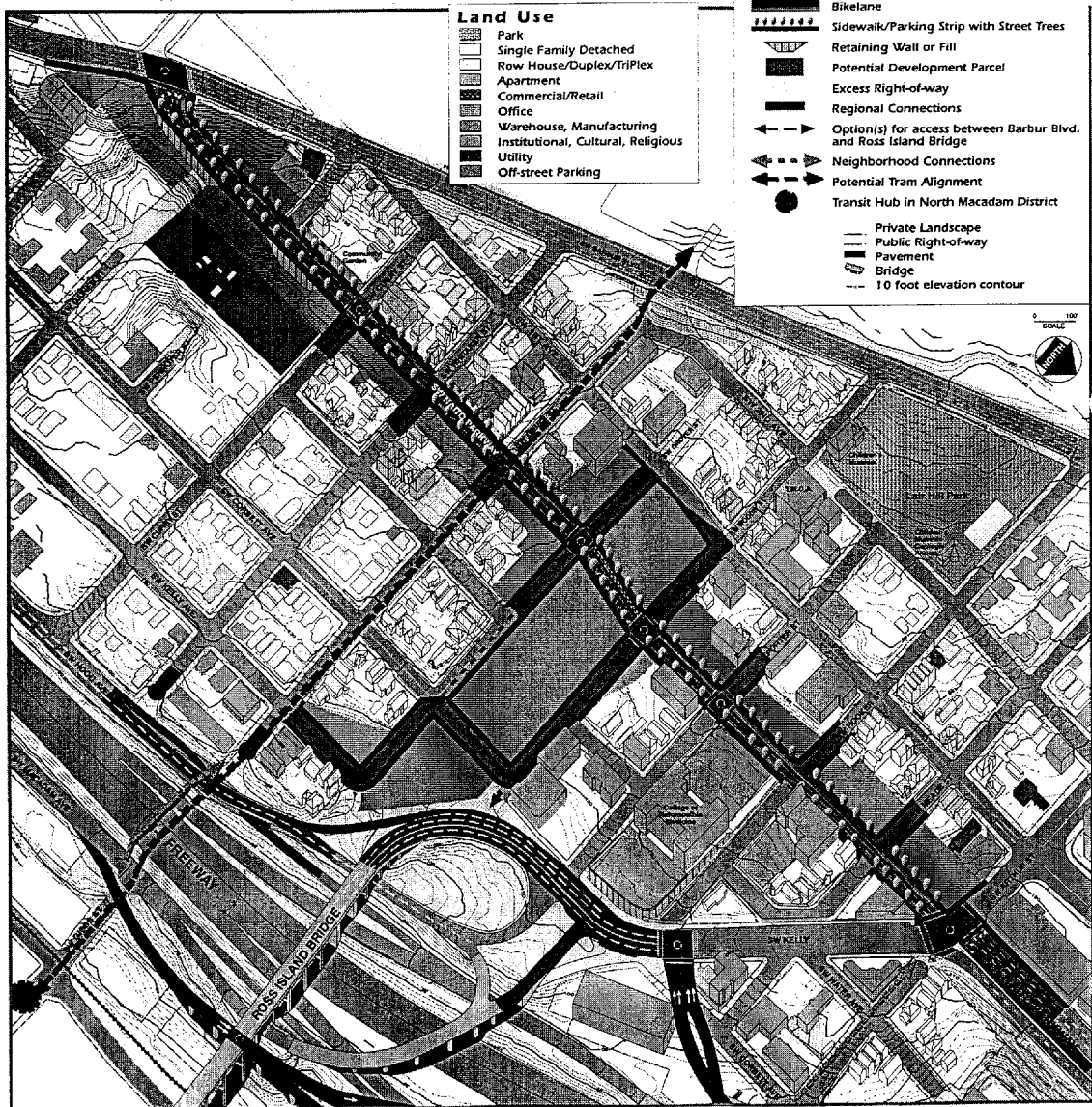
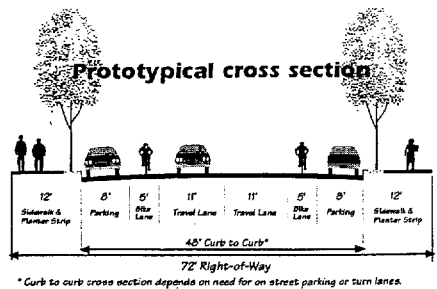
Key elements of the project:

Sets groundwork for new regional connection between US-26 E/W and at I-405/I-5 crossroads. When completed the project provides a critical link to housing and job creation in North Macadam estimated to generate 8,500 to 10,000 jobs and 1,500 to 3,000 housing units. The South Portland Circulation Study includes the reconstruction of SW Front Ave from I-405 to Barbur Blvd. and the removal of the west end Ross Island Bridge Ramps to attain the goal of removing non-local traffic from the Lair Hill neighborhood and reconnecting the grid system. Creates significant opportunities for redevelopment of housing and commercial uses.

Project History:

Estimated Project Cost: \$22 million

South Portland Circulation, Phase I



Project Number J.8

Project Name: I-5/Lloyd District Access

Project Description: This project is in the City of Portland on I-5 between and the surrounding local street network in the project area. I-5 is a Statewide Highway. It is also part of the National Highway System and is a designated freight route in the Oregon Highway Plan (OHP).

Problem that the proposed project is directed at addressing:

Freeway Problems:

I-5 between the I-84 and Greeley Avenue interchanges experiences extreme delay due to limited through capacity and several merges with on and off ramps in close proximity. The freeway provides through interstate travel; serves as an interchange between the designated State Freight Routes of I-84 and I-405; and, serves the local areas through access to city streets. Congestion on the freeway also contributes to high accident rates.

Local Street Network Problems:

The project area is well served by transit but lacks a high-quality pedestrian and bicycling environment to encourage the use of these modes. The existing street layout creates barriers that the project would address, including access by all modes to the Broadway Bridge. The freeway and high levels of traffic in the vicinity of the interchange ramps also create barriers that affect the efficient and safe movement of pedestrians and bicyclists. The project will address these deficiencies and result in more efficient access for all modes to this emerging mixed-use area in close proximity to the downtown.

Key elements of the project:

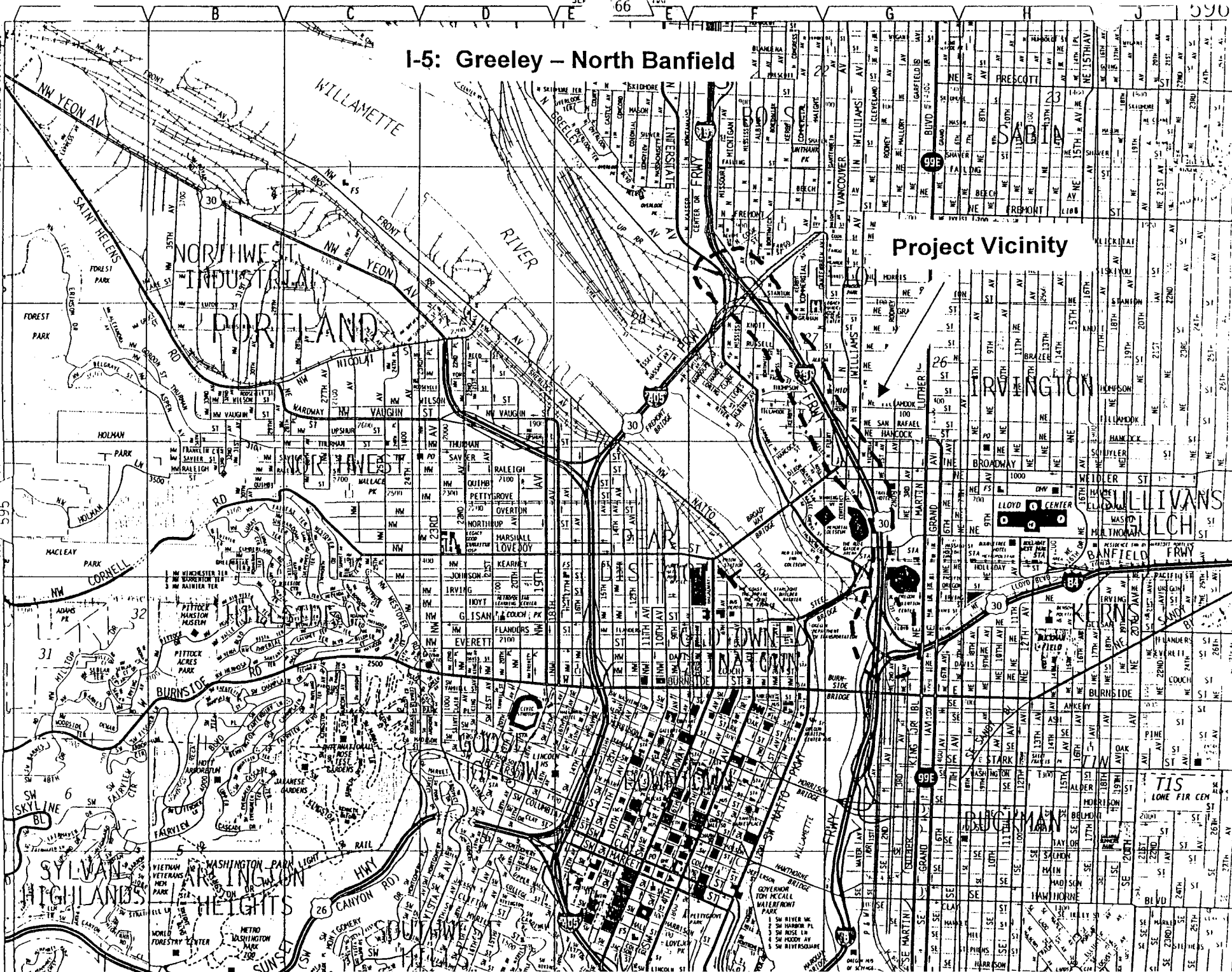
An environmental impact statement (EIS) will be conducted for the project area. The EIS will include development of design concepts, engineering feasibility analysis and selection of a preferred design for the highway and arterial system in the project area. Project design will consider prior preliminary engineering activities conducted in this area as well as new concepts. The proposed project will support regional destinations in the Lloyd District, such as the Oregon Convention Center, the Rose Garden, the Lloyd Center and numerous office buildings with significant levels of employment. New project concepts will be developed that also support the emerging pedestrian corridor and commercial activities along Broadway, provide improved access to the Broadway Bridge and minimize the barrier effect of the freeway and the high levels of traffic in the vicinity of the interchange ramps.

Project History:

Estimated Project Cost: \$5 million

I-5: Greeley - North Banfield

Project Vicinity



Project Number J.9

Project Name: Barbur Modernization (Terwilliger to Southwest City Limit)

Project Description: This project is located in the City of Portland on Barbur Boulevard. The project extends 5.5 miles from SW Naito Parkway to SW 65th Avenue (the City boundary).

Problem that the proposed project is directed at addressing:

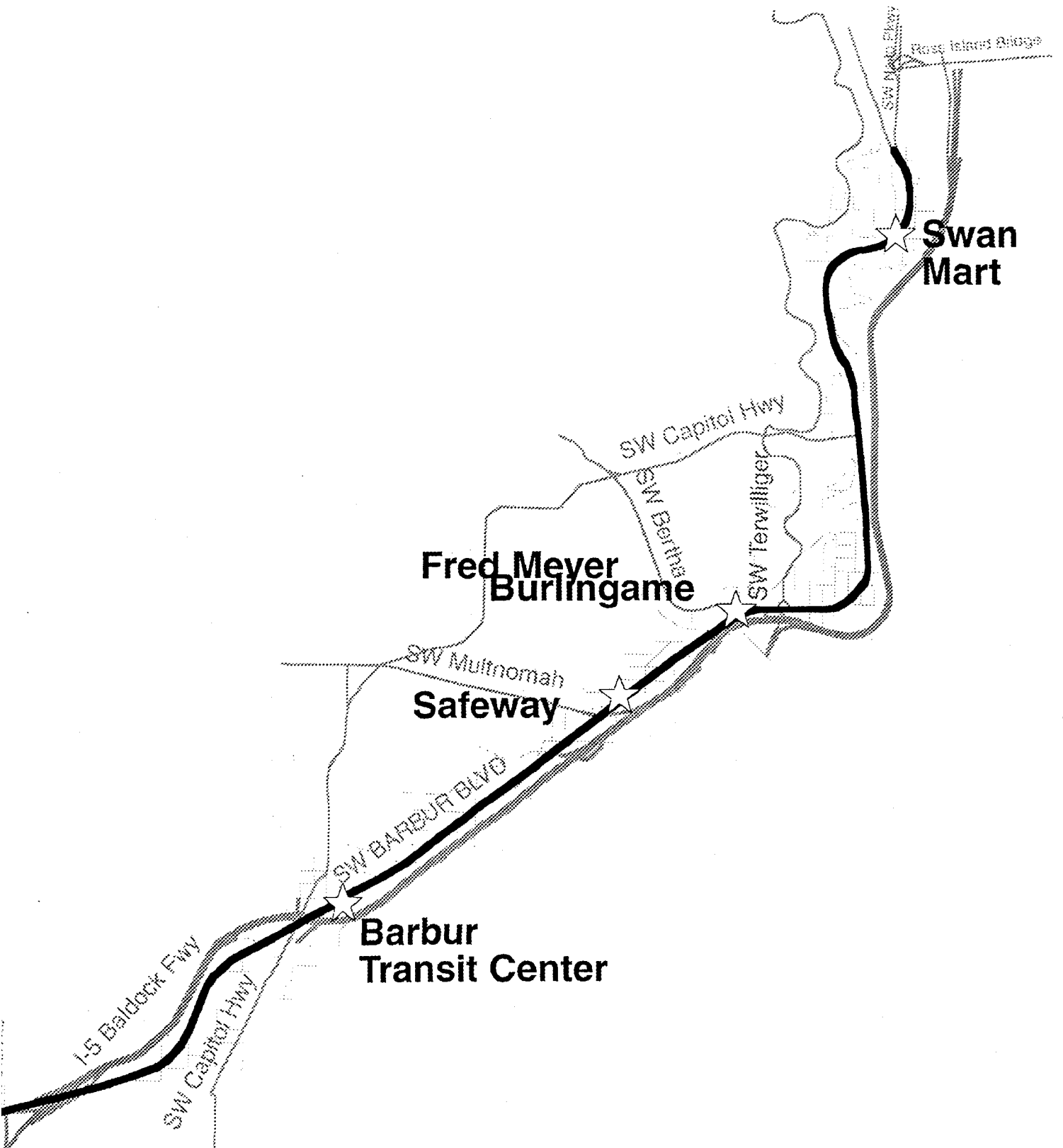
Despite Barbur's multi-modal function the existing streetscape primarily encourages and supports fast moving automobiles and trucks. Sidewalks end abruptly and signalized intersections are far apart, making it hard to walk along or cross Barbur. Very little landscaping or street trees exist. Driveways are not delineated. Bicycle travel is difficult. Sidewalks connecting to transit stops are missing, and amenities at the stops are not inviting. There is lack of safe connecting routes between Barbur Boulevard lacks any appealing visual character.

Key elements of the project: The project recommends the following types of improvements: Crossing improvements that promote pedestrian safety and access to transit

- Adding missing sidewalks segments to promote pedestrian access and safety;
- Subtraction of pavement and additional landscaping to reduce the impact of adding new impervious sidewalks in other areas and to enhance the visual aspect;
- Adding sidewalks connecting Barbur into neighborhoods to promote pedestrian access and safety;
- Realigning intersections to be perpendicular to Barbur to promote pedestrian and driver safety, and;
- Introducing bus stop shelter improvements to promote transit user safety, comfort and convenience.

Project History:

Estimated Project Cost: \$13 million



Project Number J.10

Project Name: Lombard Modernization: I-5 to the St. Johns Bridge

Project Description: This project is located in the City of Portland on Lombard Boulevard. The limits of the project are from I-5 to the St. Johns Bridge.

Problem that the proposed project is directed at addressing:

It is currently a challenge for Lombard to function as a safe, efficient facility for all modes – the age of the facility is adding to conflicts and inefficiencies. The current design does not meet the regions Main Street objectives.

Key elements of the project:

- Project improvements include new signalization to improve pedestrian crossing opportunities and access to adjacent neighborhoods.
- ITS improvements to improve transit and traffic operations include, variable message signage, transit kiosks and real time information services, pedestrian enhancements (infrared detectors) and parking information.
- Additional improvements include curb extensions, signalized crosswalks and selected street closures to reduce pedestrian crossing distances and create on-street parking.
- Streetscape improvements at selected commercial nodes will create a more attractive and functional pedestrian and transit realm.

Project History:

Estimated Project Cost: \$20 million

Lombard Modernization

Project Vicinity

OVERLOOK

WILLAMETTE RIVER

PORTLAND

MULTNOMAH COUNTY FAIRGROUNDS & EXPO CENTER

CATHLAMET PARK

HARBOR PARK

WILLAMETTE ST

LOMBARD ST

COLUMBIA ST

PORTLAND

500

MAP

Lombard Modernization

Project Vicinity

OVERLOOK

WILLAMETTE RIVER

PORTLAND

MULTNOMAH COUNTY FAIRGROUNDS & EXPO CENTER

CATHLAMET PARK

HARBOR PARK

500

MAP

Lombard Modernization

Project Vicinity

OVERLOOK

WILLAMETTE RIVER

PORTLAND

MULTNOMAH COUNTY FAIRGROUNDS & EXPO CENTER

CATHLAMET PARK

HARBOR PARK

WILLAMETTE ST

LOMBARD ST

COLUMBIA ST

PORTLAND

500

MAP

Project Number J.11

Project Name: 242nd Avenue Connector: I-84 to Stark Street

Project Description:

This project is located in Multnomah County. It will connect I-84 east of the 238th Avenue interchange at I-84 to the new 242nd Avenue at Halsey Street. A new 242nd Avenue will be constructed south from Halsey Street and connect with existing 242nd Avenue near Glisan Street. 242nd Avenue will be reconstructed between Glisan Street and Stark Street.

The jurisdiction of the connector is shared between ODOT and Multnomah County; I-84 to Halsey Street is ODOT's and Halsey Street to Stark Street is the County's jurisdiction. The 242nd Avenue Connector is Phase One (of 3 phases) of the Hogan Corridor improvements. The full Hogan Corridor improvements will continue a principal arterial connection between I-84 and US 26.

Problem the proposed project is directed at addressing:

Significant congestion occurs in the north/south corridors (181st Avenue to 257th Avenue) between I-84 and US 26. Regional through-traffic overburdens existing local arterials that serve Gresham, Troutdale and Wood Village. Recreational traffic between the Portland Metropolitan area and Mt Hood, and heavy truck traffic compete for limited available capacity. The National Highway System (NHS) truck traffic is currently routed through the Gresham Regional Center and the Rockwood Town Center on streets that parallel the MAX line. MAX stations and major transit center compete with high volumes of through truck traffic. The 242nd Avenue Connector is proposed to be the designated NHS route through the area relieving the pedestrian districts from the divisiveness of a principal arterial bisecting the Gresham Regional Center and Rockwood Town Center.

Key elements of the project:

- Phase one of the Hogan Corridor improvements will provide a new principal arterial connection between I-84 and Stark Street.
- The Environmental Assessment, jointly funded by ODOT and the Multnomah County, is currently underway.
- Multnomah County will leverage \$5,000,000 for the construction of the section between Halsey Street and Stark Street.

Project History:

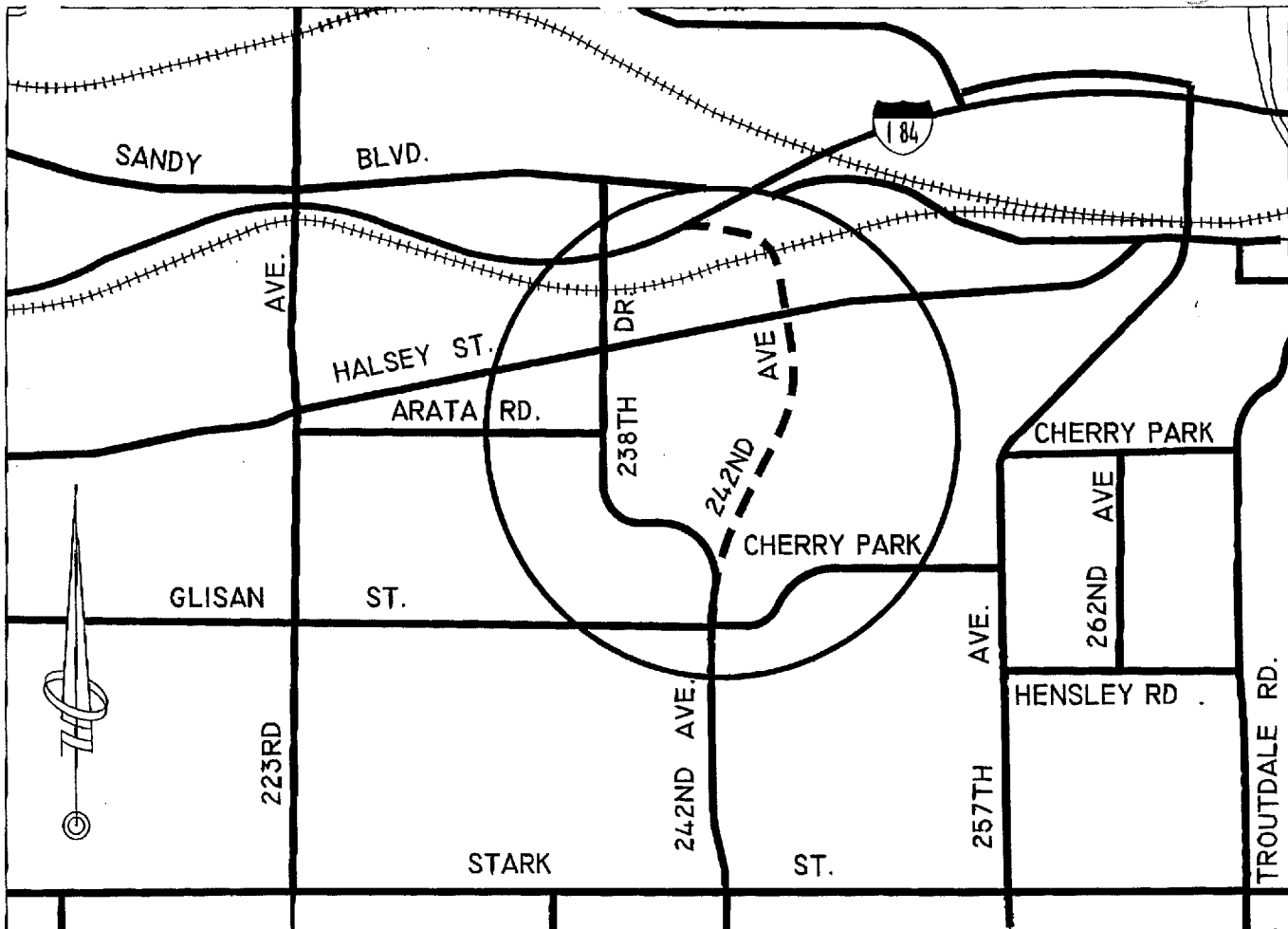
For more than 15 years Multnomah County, local, state and regional agencies have identified a need for improved access through east Multnomah County to provide a direct connection between I-84 and US 26. The connection has been identified in the RTP for several years and has been a long-standing priority for ODOT, Multnomah County, and the East County cities.

The project was originally identified to be a limited access highway between I-84 to US 26, known as the Mt. Hood Parkway. Alternative alignments were being studied in a Draft Environmental Impact Statement when work was stopped due to a lack of development funding for such a major undertaking. After the Mt. Hood Parkway project was dropped, the subsequent

Major Investment Study (MIS) selected the Hogan Road/242nd Avenue alignment for arterial improvements to meet growing demand for access and north-south arterial capacity. This project, Phase One, includes construction of a new principal arterial between I-84 and Stark Street.

The project ranks number one in the Multnomah County Transportation Capital Improvement Plan and Program and is identified in the City of Troutdale TSP and the City of Gresham draft TSP. It is also listed in the Existing Resource Concept and Strategic System project funding list in the Metro Regional Transportation Plan.

Estimated Project Cost: \$25 million (cost estimate is still under review)



242ND AVE CONNECTOR

VICINITY MAP

NO SCALE

Project Number 1.12

Project Name: Powell Boulevard(US 26): I-205 to Birdsdales

Project Description:

This project is located in Multnomah County. The project will widen Powell Boulevard to five lanes and add sidewalks and bike lanes between I-205 in the west and Birdsdales to the east. The road widening between I-205 and Birdsdales will make it a consistent 5-lane street between Portland and Gresham.

Problem the proposed project is directed at addressing:

Powell Boulevard shifts between five, three, and two lanes as it heads west into Portland. Bike lanes and sidewalks are intermittent at best. These unsafe conditions are worsened by the significant traffic congestion currently experienced on Powell Boulevard as commuters use it for a major east/west route. Truck traffic also uses Powell Boulevard to travel east which further congests this route. Moreover, future development slated for southeast Gresham on lands recently included in the Urban Growth Boundary, will place additional transportation pressures on Powell Boulevard.

Key elements of the project:

This project will design and construct the widening of Powell Boulevard from I-205 to Birdsdales. Bike lanes and sidewalks will be included.

Project History:

Widening Powell Boulevard has been an identified local, regional, and state need. The project is included in the draft Regional Transportation Plan Strategic System.

Estimated Project Cost: \$21,000,000

Project Number 1.13

Project Name: I-5: Delta Park to Lombard

Project Description: This project is located in the City of Portland on I-5. I-5 is a Statewide Highway. It is also on the National Highway System and it is part of the state freight system.

Problem the proposed project is directed at addressing: This segment of I-5 south of Delta Park is one of the most congested highway segments in the entire Portland metropolitan area. Congestion results in this section due to the fact that the freeway between the Delta Park and Lombard interchanges is two-lanes in each direction. The freeway leading to and following this section is three-lanes in each direction.

Key elements of the project: This project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long standing bottleneck on I-5 during the morning peak period commute. The key element of this project would be to widen an existing structure on I-5 to three lanes in the southbound direction.

Project History:

Reducing congestion in the I-5 corridor has been a long recognized need in both Oregon and Washington since the late 1970's. The high cost of projects along I-5 have prohibited major improvements. A key bottleneck is that segment of I-5 south of Delta Park. Removing this bottleneck is relatively low cost compared with other projects in this corridor. Although the I-5 Trade Corridor Study is now beginning to assess a variety of alternatives that might reduce congestion in the corridor it is likely that any proposed solutions will include widening this segment of I-5. This project would widen I-5 to six lanes between the Interstate Bridge and the proposed Greely-N. Banfield project, provided the additional northbound lane currently used as an HOV lane continues to operate. The need to widen this specific segment is one of most common public comments that the Southwest Region of the Washington Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC) receive regarding bi-state transportation needs in variety of public forums. For example, the 1996 Transportation Futures Committee Report by RTC recommended that the I-5 corridor be recognized as the priority corridor for capacity improvements to bi-state transportation facilities. The need for this project was most recently expressed repeatedly by Clark County commuters at the transportation booth staffed by WSDOT and RTC at the 1999 Clark County Fair.

Estimated Project Cost: \$13,000,000

ODOT, REGION 1 BOND PROGRAM:

ODOT LIST AND POTENTIAL JPACT SUPPLEMENTS FOR PUBLIC COMMENT

A. THE FOLLOWING ORIGINAL ODOT LIST WILL BE TAKEN OUT FOR PUBLIC COMMENT:

Project	Description	ODOT Comment	Buildable In 6 Years?	Proposed Strategic RTP Status	Published Cost (millions)	Revised Cost (millions)
1. US 26: Hwy 217 to Murray Blvd (w/ Barnes Rd Ramp)	Adds lane eastbound and westbound; restores Barnes Rd on-ramp, improves Cedar Hills Interchange.	Begin Environmental Assessment 1/00. ODOT and Tri-Met have agreed to construct the Barnes on-ramp by 2005. Washington County and City of Beaverton have prioritized this project.	yes	'06-10	\$20.0	\$26.0
2. Hwy 217: TV Hwy to US 26	Widen Hwy. 217 northbound to three lanes; reconstruct ramps at TV Hwy, Walker and US 26 Interchanges; install sound walls.	EIS Complete; Deferred element of Westside Corridor Project	yes	'11-20	40.0	22.0
3. Columbia/Killingsworth/82nd Ave Connection	Provide new connection for Columbia Blvd traffic to access the Columbia/I-205 Interchange; alleviate current congestion at 92nd/Col./Killingsworth intersection.	Three alternatives are now out for public review. Environmental documentation to start Jan '00. May narrow to one alternative following public outreach in early October.	yes	'00-05	29.0	19.0-48.0
4. Clackamas Industrial Connection: I-205 to 145th	Sunrise Corridor Unit 1, Phase 1 from I-205 to 145th Ave.	EIS Awaiting Resource Agency Sign-off	yes	'00-05	65.0	TBD
5. I-5: Greeley - N. Banfield/Lloyd District/Rose Quarter Access Phase 1.	Widen I-5 from 2 lanes in each direction to 3 lanes in each direction from I-84 to Greeley Avenue, modify ramps @ Broadway/Weidler and Rose Quarter; improve freeway to freeway connections.	Project cannot be constructed in six years. No agreement on project design with local jurisdiction.	no	'11-20	92.0	TBD
6. Tualatin-Sherwood Expressway EIS/PE	Conduct EIS for a 4-lane, limited access toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	3.0	3.0
7. US 30: Swedetown-Lost Crk	Safety improvement; add left-turn lane, extend climbing lane.	Rural project outside Metro boundary	yes	na	7.0	TBD
8. US 26: Hwy 217 to Camelot (EB)	Add eastbound travel lane on US 26 between Camelot Court and Hwy 217; add ramp meters, soundwalls, and bicycle facilities; reconstruct northbound 217 to eastbound US 26 ramp.	EIS Complete; Deferred element of Westside Corridor Project	yes	'06-10	13.0	13.0
9. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design thru Milwaukie Central Business District.	Partially funded through MTIP Priorities 2000	yes	'00-05	2.5	3.6
Region I Total:					\$271.50	\$250.6 - \$279.6

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B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable In 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5: Greeley - I-84, Phase 1	Drop I-5: Greeley/I-84 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	'11-20	-\$92.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Tualatin-Sherwood Expressway EIS/PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	-1.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTIP funds for Phase I.	yes	'00-05	-0.8		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Sandy Modernization (12th to 57th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	'00-10	20.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. SW Clay/Market Reconstruction: Naito Parkway/I-405	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ²	5.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and realign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	6.5		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	'00-05	22.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. I-5: Greeley - I-84/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	5.2		<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Barbur Modernization (Terwilliger to SW City Limit)	Reconstruct Barbur to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	'00-05	13.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	'06-10	20.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. 242nd Avenue Connector: I-84 to Stark	Change alignment of 242nd connection to I-84.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halsey to Stark.	yes	'00-05	24.0		<input type="checkbox"/>	<input type="checkbox"/>
12. Powell Blvd: I-205 to Eastman Parkway (Birdsdales)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. Interchange and adding expense.	no	'06-10	21.0		<input type="checkbox"/>	<input type="checkbox"/>
13. I-5: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	'06-10	13.0		<input type="checkbox"/>	<input type="checkbox"/>
14. I-5/Hwy 217/Kruse Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	'00-05	35.0		<input type="checkbox"/>	<input type="checkbox"/>
					TOTAL OF ALL CHANGES	\$84.2		

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; PE project not listed separately.
² Preservation projects are not itemized in the RTP.

Rob Drake

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? FACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONAL SUBJECTS/NOTIFICATIONS TO THE GOVT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate where whether project should be included in a supplemental list for public comment	
Project	Description	GOVT Comments	Outdate in 5 Years?	Proposed Strategic RTP Status	Cost Category (Millions)		YES	NO
1. I-5 Bypass - I-5/504 Phase 1	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
2. I-5/504 Bypass - I-5/504 Phase 2	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
3. I-5/504 Bypass - I-5/504 Phase 3	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
4. I-5/504 Bypass - I-5/504 Phase 4	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
5. I-5/504 Bypass - I-5/504 Phase 5	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
6. I-5/504 Bypass - I-5/504 Phase 6	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
7. I-5/504 Bypass - I-5/504 Phase 7	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
8. I-5/504 Bypass - I-5/504 Phase 8	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
9. I-5/504 Bypass - I-5/504 Phase 9	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
10. I-5/504 Bypass - I-5/504 Phase 10	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
11. I-5/504 Bypass - I-5/504 Phase 11	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
12. I-5/504 Bypass - I-5/504 Phase 12	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
13. I-5/504 Bypass - I-5/504 Phase 13	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
14. I-5/504 Bypass - I-5/504 Phase 14	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
15. I-5/504 Bypass - I-5/504 Phase 15	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
16. I-5/504 Bypass - I-5/504 Phase 16	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
17. I-5/504 Bypass - I-5/504 Phase 17	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
18. I-5/504 Bypass - I-5/504 Phase 18	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	
19. I-5/504 Bypass - I-5/504 Phase 19	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0			X
20. I-5/504 Bypass - I-5/504 Phase 20	Prop. to Bypass I-5/504 under I-5 on project 10/10/89	Project is not to be built in 5 years. An agreement on project design and funding.	no	11-20	400.0		X	

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost

* Construction is to be completed by 10/10/89. * 10/10/89 is the date of completion.

Rob Drake, City of Beaverton

Bill Keiser
Clatsop County

10/12/99
TUE 13:08 FAX 1506508944

CLACK CTY HD CON

0001

10/12/99
per
Cherie
mishra
phone
call

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.						Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable in 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)	YES	NO
1. I-5: Greeley - I-54 Phase 1	Orig I-5: Greeley I-54 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	11-20	\$92.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Tualatin-Sherwood Expressway US/PE	Revis project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 90W.	Must first identify feasible design alternatives for this new need. It would be more cost effective at this point to conduct a Major Investment Study.	yes	10-05	-1.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. SR (McLaughlin): Hwy 224 to River Rd	Construct Boulevard design through the McLaughlin central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of NTP funds for Phase I.	yes	10-05	-0.8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. Sandy Modernization (12th to 87th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	10-10	20.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5. SW CityMarket Reconstruction: Wells Parkway/428	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na*	5.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and realign SE 9th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	5.5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	10-05	22.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8. I-5: Greeley - I-54/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-54 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na*	5.2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9. Barber Modernization (Fairwilder to SW City Link)	Reconstruct Barber to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	10-05	12.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10. Lombard Modernization: 64 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	10-10	28.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11. 34th Avenue Connector: I-54 to Stark	Change alignment of 34th connector to I-54.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halvey to Stark.	yes	10-05	24.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
12. Powell Blvd.: I-505 to Eastman Parkway (Statewide)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-505 corridor design, construction and access opportunities.	no	10-10	21.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
13. I-5: Lombard to Super Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements and being defined.	yes	10-10	12.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
14. I-5/Hwy 217/Wasco Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	10-05	56.0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

TOTAL OF ALL CHANGES \$64.2

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost
		\$
		\$
		\$

* Construction is in the RTP Strategic Program from 2011 - 2020; PE project not listed separately.
* Preservation projects are not listed in the RTP.

Jim Night

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? TPAC SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS, DELETIONS, OR MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.

Project	Description	ODOT Comment	Buildable in 4 Years? RTP Status	Proposed Strategic RTP Status	Cost Change (millions)	Please indicate below whether project should be included in a supplemental for public comment	
						YES	NO
1. I-4: Grassy - I-4, Phase 1	Strip I-4 Grassy-I-4 construction. See project description #9 on previous page.	Project cannot be built in 4 years. No agreement on project design with local jurisdiction.	no	"11-26	-\$92.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Tualatin-Sherwood Expressway EIS/FE	Review project to conduct a major improvements study (MIS) to define the location, alternatives for a full road between I-4 and I-5.	Mutual intent to identify design alternatives for full road. It would be more cost effective at this point to conduct a Major Improvements Study.	yes	"09-05	-1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. I-5 (McLaughlin) Hwy 224 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.0 million to \$1.7 million to supplement partial allocation of RTP funds for Phase I.	yes	"06-04	-0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Sandy Modernization (12th to 57th Avenue)	Reconstruct Sandy to 12th Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	"00-10	26.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. SW Clay/Martin Reconstruction: Main Parkway-404	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ¹	5.0	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Powell Blvd: Central Eastside Subdivided Access	Install signal on Powell at SE 4th and redesign SE 4th and 7th.	ODOT opposes the signal at Powell due to safety concerns.	yes	no	6.6	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Sandy Parked Circulation Phase I	Improve local connections to redevelopment areas.	There is a lack of agreement on the design of this project.	?	"06-04	22.0	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. I-5: Grassy - I-5/Jay Rd, Access	Conduct EIS to develop I-5 design between I-4 and Grassy Avenue and local street design at adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	5.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Barlow Modernization (Thurston to SW City Limits)	Reconstruct Barlow to Main Street design guidelines.	ODOT wants to maintain the study of this road to meet project response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	"00-05	13.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Lombard Modernization: I-4 to SE Jones Blvd	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	"06-10	20.0	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. I-5: Grassy - I-5/Jay Rd, Access	Change alignment of I-5/Jay Rd to I-5.	SA currently under way. Locally funded by Multnomah County and ODOT. Multnomah County will fund the alignment from I-5 to Stark.	yes	"00-04	24.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Powell Blvd - I-5 to Exchange Parkway (Stark Rd)	Widen to 5 lanes in each direction and local street.	Project cannot be built in 4 years. The project will not work effectively without modifying the I-5/Jay Rd interchange and adding segments.	no	"06-10	21.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. I-4: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements off being defined.	yes	"06-10	13.0	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. Highway 218/Route Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	"00-02	15.0	<input type="checkbox"/>	<input checked="" type="checkbox"/>

TOTAL OF ALL CHANGES \$84.2

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost

¹ Constructed in the RTP Strategic System from 2011 - 2020; PE project not listed separately.

² Preservation projects are not itemized in the RTP.

City Manager's Office
City of Vancouver
PO Box 1995
Vancouver, WA 98668
(360) 696-8121

facsimile transmittal

To: Andy Cotugno

Fax: (503) 797-1930

From: Mayor Pollard

Date: 10/12/99

Re: Survey

Pages: 2

CC:

☐ Urgent ☐ For Review

☐ Please
Comment

☐ Please
Reply

☐ Please
Recycle

Andy,

I have chosen to vote only on these projects of Bi-State significance. My no vote on #1 should be yes, but since ODOT reports that the project can't be completed in the six-year window, I can't support it now.

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE GOOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	GOOT Comment	Buildable in 5 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. 44: Crowley - I-84, Phase 1	Opp 1-2: Crowley-84 construction. See project description 15 on previous page.	Project cannot be built in 5 years. No agreement on project design with local jurisdiction.	no	11-20	-162.0			
2. Euclid-Steinbock Expressway (E58P)	Review project to conduct a Rapid Investment Study (RIS) to define the location alternatives for what road between I-4 and 94th.	Must first identify feasible design alternatives for this new road. It would be more cost effective to plan to conduct a Rapid Investment Study.	yes	10-25	1.0			
3. 94th (Buckingham) Hwy 834 to River Rd	Completed (Reviewed) design through the Milwaukee central business district.	Re-use bond funds from \$2.5 million to \$1.7 million to supplement partial execution of MTP funds for Phase 1.	yes	04-05	-0.6			
4. Study Information (214th to 72nd Avenue)	Reconstructed Safety to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	10-10	20.0			
5. SW Clay/McCormick Reconstruction: Nalle Parkway/I-84	Reconstruct US 26 thru Downtown Portland.	Project is primarily a preservation project. Would exclude transfer of jurisdiction to the City of Portland.	yes	na ¹	0.0			
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and redesign SE 8th and 7th.	GOOT opposes the signal on Powell due to safety concerns.	yes	00	0.5			
7. South Portland Circulation Phase 1	Improve local circulation to redevelopment area.	There is a lack of agreement on the design of this project.	7	10-08	22.8			
8. I-4: Crowley - I-84/94th Blvd. Access	Conduct RIS to develop I-4 design between I-84 and Crowley Avenue and local street design in adjacent project area.	Project will resolve official transportation issues and bring GOOT, Portland and the community to agreement on improvements.	yes	na ¹	5.2			
9. Southbound Information (72nd to SW City 15th)	Reconstruct Berke to Main Street design guidelines.	GOOT wants to maintain the ability of two road for panel incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	10-05	13.0			
10. Standard Modernization: I-4 to SW 10th Ave	Reconstruct alignment to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	10-10	20.0			
11. 242nd Avenue Overpass: I-84 to Main	Change alignment of 242nd overpass to I-84.	EA currently under way. Jointly funded by Multnomah County and GOOT. Multnomah County will fund the segment from Highway to 25th.	yes	10-05	24.0			
12. Powell Blvd.: I-84 to Eastman Parkway (Bentley Rd)	Widens to 4-lane for accessible bus lane travel.	Project cannot be built in 5 years. The project will not be network effectively without modifying the I-205/Powell Blvd. interchange and existing access.	no	10-10	21.0			
13. I-4: Standard to Expo Center - PE and ROW	Widens I-4 freeway to 3 lanes in each direction.	Overall scope of I-4 Trade Center improvements will bring desired.	yes	10-10	13.0			
14. 44th I-170 New Way Interchange - Ph. 2	Complete the next phase of reconstructing the interchange.	The phase of the project is not needed for 10-15 years.	yes	10-05	36.8			
TOTAL OF ALL CHANGES						\$16.2		

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?			Cost
Project	Description		
			\$
			\$
			\$

¹ Constructed in the RTP Strategic System from 2011 - 2020. PE project not listed separately.
² Project design projects are not included in the RTP.

Mayor Pollard

B. WHICH OF THE FOLLOWING PROJECTS SHOULD <u>ALSO</u> BE TAKEN OUT FOR PUBLIC COMMENT? JFACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN:							Please indicate below whether project should be included in a supplemental list for public comment	
Project	Description	ODOT Comment	Buildable in 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5 Gresham - I-54, Phase 1	Onp I-5 Gresham I-54 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	'11-20	-92.0			<input checked="" type="checkbox"/>
2. Tualatin-Sherwood Expressway E290E	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and SW.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	-1.0			
3. 9th (McLaughlin): Hay 234 to River Rd	Construct B&E road design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MFP funds for Phase 1.	yes	'00-05	-0.6			
4. Sandy Modernization (12th to 67th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	'00-10	20.0			
5. SW Clay/Market Reconstruction: Milwaukie Parkway/5-405	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ¹	5.0			
6. Powell Blvd.: Central Estates Southbound Access	Install signal on Powell at SE 6th and redesign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	6.5			
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	'00-05	22.0			
8. I-5 Gresham - I-54/Lloyd St. Access	Conduct MIS to develop I-5 design between I-54 and Gresham Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	5.2		<input checked="" type="checkbox"/>	
9. Barber Modernization (Tow/Bliger to SW City Limits)	Reconstruct Barber to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	'00-05	13.0			
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	'06-10	20.0			
11. 242nd Avenue Connector: I-54 to Stark	Change alignment of 242nd connection to I-54.	EA currently underway. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halvey to Stark.	yes	'00-05	24.0			
12. Powell Blvd.: I-505 to Eastman Parkway (Bridelade)	Widen to 5 lanes of sidewalk and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expense.	no	'06-10	21.0			
13. I-5: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall expanded I-5 Trade Center improvements still being defined.	yes	'06-10	13.0		<input checked="" type="checkbox"/>	
14. I-405wy 2130/Grass Way Interchange - Ph. 2	Complete the mid phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	'00-05	35.0			
TOTAL OF ALL CHANGES					\$84.2			

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?		
Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; PE project not listed separately.

² Preservation projects are not listed in the RTP.

Craig P. Pridemore

001-12 99 14:24 FROM: CLK CITY COMMISSIONER 3607376058 10:51503/7/1530 PAGE:01

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE OOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	OOOT Comment	Buildable in 5 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5: Greasy - I-54, Phase 1	Drop I-5: Greasy/I-54 construction. See project description #5 on previous page.	Project cannot be built in 5 years. No agreement on project design with local jurisdiction.	no	11-20	\$82.0			X
2. Tualatin-Sherwood Expressway E&PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 95th.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	00-05	-1.0			
3. SR (McLaughlin): Hwy 224 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTP funds for Phase I.	yes	00-08	-0.8			
4. Sandy Modernization (12th to 67th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	09-10	20.0			
5. SW Clay/Market Reconstruction: Melba Parkoverly-408	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ²	6.0			
6. Powell Blvd: Central Eastside Southbound Access	Install signal on Powell at SE 8th and realign SE 8th and 7th.	OOOT opposes the signal on Powell due to safety concerns.	yes	no	6.5			
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	00-05	22.0			
8. I-5: Greasy - I-54/Lloyd St. Access	Conduct EB to develop I-5 design between I-54 and Greasy Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring OOOT, Portland and the community to agreement on improvements.	yes	na ²	6.2	X		
9. Barber Modernization (Terwilliger to SW City Limit)	Reconstruct Barber to Main Street design guidelines.	OOOT wants to maintain the stability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	00-05	13.8			
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	05-10	20.0			
11. 342nd Avenue Connection: I-54 to Stark	Change alignment of 242nd connection to I-54.	EA currently under way. Jointly funded by Multnomah County and OOOT. Multnomah County will fund the segment from Helsey to Stark.	yes	00-05	24.0			
12. Powell Blvd: I-205 to Eastman Parkway (Birkdale)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 5 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expense.	no	05-10	21.0			
13. I-5: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	05-10	13.0	X		
14. I-5/Hwy 217/Kruse Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	00-05	35.0			
TOTAL OF ALL CHANGES					\$84.2			

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?		
Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; PE project not listed separately.
² Preservation projects are not itemized in the RTP.

CRAIG PRIDEMORE
CLARK COUNTY

Andy
A list only Drop Greeley - can't get built in 6 years
ODOT, REGION 1 BOND PROGRAM:

Tom Brian

ODOT LIST AND POTENTIAL JPACT SUPPLEMENTS FOR PUBLIC COMMENT

A. THE FOLLOWING ORIGINAL ODOT LIST WILL BE TAKEN OUT FOR PUBLIC COMMENT:

Project	Description	ODOT Comment	Buildable in 8 Years? RTP Status	Proposed Strategic RTP Status	Published Cost (millions)	Revised Cost (millions)
1. US 26: Hwy 217 to Marry Blvd (w/ Barnes Rd Ramp)	Add lane eastbound and westbound; restores Barnes Rd. on-ramp, improves Cedar Hills Interchange.	Begin Environmental Assessment 1/00. ODOT and Tri-Met have agreed to construct the Barnes on-ramp by 2005. Washington County and City of Beaverton have prioritized this project.	yes	'06-10	\$20.0	\$28.0
2. Hwy 217: TV Hwy to US 26	Widen Hwy. 217 northbound to three lanes; reconstruct ramps at TV Hwy, Walker and US 26 Interchanges; install sound walls.	EIS Complete; Deferred element of Westside Corridor Project	yes	'11-20	40.0	22.0
3. Columbia/Killingsworth/2nd Ave Connection	Provide new connection for Columbia Blvd traffic to access the Columbia-206 interchange; alleviate current congestion at 52nd/Columbia/Killingsworth intersection.	Three alternatives are now out for public review. Environmental documentation to start Jan '00. May narrow to one alternative following public outreach in early October.	yes	'00-05	25.0	19.0-48.0
4. Clackamas Industrial Connection: I-205 to 145th	Sanctus Corridor Unit 1, Phase 1 from I-205 to 145th Ave.	EIS Awaiting Resource Agency Sign-off	yes	'00-05	65.0	TBD
5. I-5: Greeley - N. Bedford/Lloyd District/Rose Quarter Access Phase I.	Widen I-5 from 2 lanes in each direction to 3 lanes in each direction from I-84 to Greeley Avenue; modify ramps @ Broadway/Wedder and Rose Quarter; improve freeway to freeway connections.	Project cannot be constructed in six years. No agreement on project design with local jurisdiction.	no	'11-20	92.0	TBD
6. Tualatin-Sherwood Expressway EIS/PE	Conduct EIS for a 4-lane, limited access toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	3.0	3.0
7. US 26: Svedetown-Lost Ck	Safety improvement; add left-turn lane, extend climbing lane.	Rural project; outside Metro boundary	yes	na	7.0	TBD
8. US 26: Hwy 217 to Cathlamet (EB)	Add eastbound travel lane on US 26 between Camalot Court and Hwy 217; add ramp meters, soundwalls, and bicycle facilities; reconstruct northbound 217 to eastbound US 26 ramp.	EIS Complete; Deferred element of Westside Corridor Project	yes	'06-10	13.0	13.0
9. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design thru Mileaukie Central Business District.	Partially funded through MTIP Priorities 2000	yes	'00-05	2.5	3.6
Region I Total:					\$271.50	\$250.6 - \$279.6

Karl Rohde

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable in 5 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5: Greeley - I-84, Phase 1	Drop I-5: Greeley-I-84 construction. See project description #5 on previous page.	Project cannot be built in 5 years. No agreement on project design with local jurisdiction.	no	'11-20	-\$92.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Tualatin-Sherwood Expressway EIS/PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and SRW.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	-1.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. 99E (McLaughlin): Hwy 224 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTIP funds for Phase 1.	yes	'00-05	0.8		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Sandy Modernization (12th to 87th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	'00-10	20.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. SW Clay/Market Reconstruction: Naito Parkway# 483	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ¹	5.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and realign SE 8th and 7th	ODOT opposes the signal on Powell due to safety concerns.	yes	no	8.5		<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	'00-05	22.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. I-5: Greeley - I-84/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	5.2		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Barbur Modernization (Terwilliger to SW City Limit)	Reconstruct Barbur to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	'00-05	13.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	'08-10	20.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. 242nd Avenue Connector: I-84 to Stark	Change alignment of 242nd connection to I-84	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Hatsey to Stark.	yes	'00-05	24.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Powell Blvd: I-205 to Eastman Parkway (Birdsall)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 5 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding access.	no	'08-10	21.0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. I-5: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	'08-10	13.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. I-4/ Hwy 217/ Cruise Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	'00-05	33.0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
TOTAL OF ALL CHANGES					\$84.2			

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?		
Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020, PE project not listed separately.

² Preservation projects are not listed in the RTP.

Kay Van Sickle

Oct-12-99 08:38A

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable in 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5 Greeney - I-84 Phase 1	Drop I-5 Greeney-I-84 construction. See project description #6 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	11-22	482.0			X
2. Tumalo-Sherwood Expressway ES&PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost-effective at this point to conduct a Major Investment Study.	yes	00-05	-1.0		X	
3. SE (McLaughlin) Hwy 214 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTP funds for Phase I.	yes	00-06	-0.8			X
4. Sandy Modernization (12th to 87th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	00-10	20.0			X
5. SW Clay/Market Reconstruction: Metro Parkway-405	Reconstruct US 26 thru Downtown Portland.	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ²	5.0			X
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and resign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	6.5			X
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	00-05	22.0			X
8. I-5 Greeney - I-84/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-84 and Greeney Avenue and local street design in adjacent project areas.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ²	6.2		X	
9. Barbur Modernization (Timberline to SW City Limit)	Reconstruct Barbur to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	00-05	13.0		X	
10. Lombard Modernization: I-5 to St. Jerome Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	00-10	20.0			X
11. 242nd Avenue Connector: I-84 to Stark	Change alignment of 242nd connection to I-84.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Hilkey to Stark.	yes	00-05	24.0		X	
12. Powell Blvd.: I-205 to Eastman Parkway (Birdville)	Widen to 5 lanes w/ sidewalks and bike lanes.	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expense.	no	00-10	21.4			X
13. I-5 Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	00-10	19.0			X
14. Hilkey 217/Kruse Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	00-05	28.0		X	X
TOTAL OF ALL CHANGES					\$84.2			

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?		
Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020, PE project not listed separately.

² Preservation projects are not limited in the RTP.

FAX TO: ANDY COTUGNO at 503-747-1930

FROM DID WAGNER, WSDOT

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? TPAC SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.										Please indicate below whether project should be included in a supplemental list for public comment.								
Project	Description	Project cannot be built in 5 years. No agreement on project design with local jurisdiction.	Must first develop feasible design alternatives for this new road. It would be more cost-effective at this point to conduct a Major Investment Study.	Return bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTP funds for Phase I.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	ODOT opposes the signal on Powell due to safety concerns.	Improve local connections to redevelopment area.	There is a lack of agreement on the design of the project.	Project will have no effect on transportation issues and bring ODOT, Portland and the community to agreement on improvements.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Highway to Stark.	Project cannot be built in 5 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expense.	Overall scope of I-5 Trade Center interchange and adding expense.	This phase of the project is not needed for 10-15 years.	YES	NO
1. I-405 Greenway - I-405, Phase 1	Drop I-5 Greenway construction. See project description SS on previous page.	no	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		X
2. Tualaste-Sherwood Expressway ESRPE	Rebuild project to construct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and ORV.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
3. 660 (Laurelhurst) Hwy 224 to River Rd	Construct Boulevard design through the Laurelhurst central business district.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
4. Sandy Modernization (12th to 87th Avenue)	Reconstruct Sandy to Main Street design guidelines.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
5. SW Clay/Medford Reconstruction: Nalke Parkway R-466	Reconstruct US 26 thru Downtown Portland	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
6. Powell Blvd: Central Eastside Southbound Access	Install signal on Powell at SE 8th and redesign SE 8th and 7th.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
8. I-405 Greenway - I-405/Joyce Blvd, Access	Construct SB to develop I-405 design between I-405 and Greenway Avenue and local access design in adjacent project area.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no	X	
9. Barber Modernization (Zemke to SW City Link)	Reconstruct Barber to Main Street design guidelines.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
10. Lombard Modernization: I-405 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
11. 242nd Avenue Connection: I-405 to Stark	Change alignment of 242nd connection to I-405.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
12. Powell Blvd: I-205 to Eastman Parkway (Bridgeway)	Widen to 5 lanes w/ sidewalks and bike lanes	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		
13. I-405/Lombard to Expo Center - PE and ROW	Widen to 5 lanes w/ sidewalks and bike lanes.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no	X	
14. I-5 Hwy 217/Interchange Why Interchange - Ph. 1	Complete the next phase of reconstructing this interchange.	yes	yes	yes	yes	yes	yes	?	yes	yes	yes	yes	yes	no	yes	no		

TOTAL OF ALL CHANGES \$64.2

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost
		\$
		\$
		\$

1. Construction is in the RTP Strategic System from 2011 - 2020 PE project not listed separately.

2. Preservation projects are not listed in the RTP.

Note: We abstain from voting on the other projects for lack of profound knowledge re project details.

Commissioner Serena Cruz

Comm. Serena Cruz

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.

Please indicate below whether project should be included in a supplemental list for public comment.

Project	Description	ODOT Comment	Buildable in 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)	YES	NO
1. I-4: Greeley - I-84, Phase 1	Drop I-4: Greeley-84 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	11-20	-392.0		✓
2. Tualatin-Sherwood Expressway EIS/PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	00-06	-1.9		
3. 99E (McLoughlin) Hwy 234 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce Bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTP funds for Phase I.	yes	00-06	-0.8	✓	
4. Sandy Modernization (12th to 47th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	08-10	20.0	✓	
5. SW Clay/Market Reconstruction: Naita Parkway/I-405	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ¹	5.0		
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and redesign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	na	6.5		
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	00-06	22.0		✓
8. I-4: Greeley - I-84/Lloyd Dist. Access	Conduct EIS to develop I-4 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	6.2	✓	
9. Barber Modernization (Terwilliger to SW Clay I/Jct)	Reconstruct Barber to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	00-06	13.0		✓
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	08-10	20.0	✓	
11. 242nd Avenue Connector: I-84 to Stark	Change alignment of 242nd connection to I-84.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halsey to Stark.	yes	00-06	24.0	✓	
12. Powell Blvd: I-206 to Eastman Parkway (Birdsdale)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expense.	no	06-10	29.0		✓
13. I-4: Lombard to Expo Center - PE and ROW	Widen I-4 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	00-10	13.0	✓	
14. I-40 Hwy 217/Kruse Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	00-06	35.0		✓

TOTAL OF ALL CHANGES \$84.2

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; PE project not listed separately.

² Preservation projects are not listed in the RTP.

ODOT, REGION 1 BOND PROGRAM:

ODOT LIST AND POTENTIAL JPACT SUPPLEMENTS FOR PUBLIC COMMENT

A. THE FOLLOWING ORIGINAL ODOT LIST WILL BE TAKEN OUT FOR PUBLIC COMMENT:

Project	Description	ODOT Comment	Buildable In 6 Years?	Proposed Strategic RTP Status	Published Cost (millions)	Revised Cost (millions)
1. US 26: Hwy 217 to Murray Blvd (w/ Barnes Rd Ramp)	Adds lane eastbound and westbound; restores Barnes Rd. on-ramp, improves Cedar Hills Interchange.	Begin Environmental Assessment 1/00. ODOT and Tri-Met have agreed to construct the Barnes on-ramp by 2005. Washington County and City of Beaverton have prioritized this project.	yes	'06-10	\$20.0	\$26.0
2. Hwy 217: TV Hwy to US 26	Widen Hwy. 217 northbound to three lanes; reconstruct ramps at TV Hwy, Walker and US 26 Interchanges; install sound walls.	EIS Complete; Deferred element of Westside Corridor Project	yes	'11-20	40.0	22.0
3. Columbia/Killingsworth/82nd Ave Connection	Provide new connection for Columbia Blvd traffic to access the Columbia/I-205 Interchange; alleviate current congestion at 92nd/Col./Killingsworth intersection.	Three alternatives are now out for public review. Environmental documentation to start Jan '00. May narrow to one alternative following public outreach in early October.	yes	'00-05	29.0	19.0-48.0
4. Clackamas Industrial Connection: I-205 to 145th	Sunrise Corridor Unit 1, Phase 1 from I-205 to 145th Ave.	EIS Awaiting Resource Agency Sign-off	yes	'00-05	65.0	TBD
5. I-5: Greeley - N. Banfield/Lloyd District/Rose Quarter Access Phase 1.	Widen I-5 from 2 lanes in each direction to 3 lanes in each direction from I-84 to Greeley Avenue, modify ramps @ Broadway/Weidler and Rose Quarter; improve freeway to freeway connections.	Project cannot be constructed in six years. No agreement on project design with local jurisdiction.	no	'11-20	92.0	TBD
6. Tualatin-Sherwood Expressway EIS/PE	Conduct EIS for a 4-lane, limited access toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	3.0	3.0
7. US 30: Swedetown-Lost Crk	Safety improvement; add left-turn lane, extend climbing lane.	Rural project outside Metro boundary	yes	na	7.0	TBD
8. US 26: Hwy 217 to Camelot (EB)	Add eastbound travel lane on US 26 between Camelot Court and Hwy 217; add ramp meters, soundwalls, and bicycle facilities; reconstruct northbound 217 to eastbound US 26 ramp.	EIS Complete; Deferred element of Westside Corridor Project	yes	'06-10	13.0	13.0
9. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design thru Milwaukie Central Business District.	Partially funded through MTIP Priorities 2000	yes	'00-05	2.5	3.6
Region I Total:					\$271.50	\$250.6 - \$279.6

other interested parties in red p

B. WHICH OF THE FOLLOWING PROJECTS SHOULD BE TAKEN OUT FOR PUBLIC COMMENT? TPAC SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable In 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-5: Greeley - I-84, Phase 1	Drop I-5: Greeley/I-84 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	'11-20	-\$92.0		3	8 ³
2. Tualatin-Sherwood Expressway EIS/PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	-1.0		4	2
3. 99E (McLoughlin): Hwy 224 to River Rd	Construct Boulevard design through the Milwaukie central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of MTIP funds for Phase I.	yes	'00-05	-0.8		6	2 ¹
4. Sandy Modernization (12th to 57th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	'00-10	20.0		3	5 ²
5. SW Clay/Market Reconstruction: Naito Parkway/I-405	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ²	5.0		1	6 ²
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and realign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	6.5		2	5 ¹
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	'00-05	22.0		1	7 ¹
8. I-5: Greeley - I-84/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	5.2		8	2
9. Barbur Modernization (Terwilliger to SW City Limit)	Reconstruct Barbur to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	'00-05	13.0		3	5
10. Lombard Modernization: I-5 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	'06-10	20.0		2	5 ¹
11. 242nd Avenue Connector: I-84 to Stark	Change alignment of 242nd connection to I-84.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halsey to Stark.	yes	'00-05	24.0		4	3 ¹
12. Powell Blvd: I-205 to Eastman Parkway (Birdsdales)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. Interchange and adding expense.	no	'06-10	21.0		1	6 ³
13. I-5: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	'06-10	13.0		6	4 ¹
14. I-5/Hwy 217/Kruse Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	'00-05	35.0		2	5 ²
TOTAL OF ALL CHANGES					\$84.2			

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; PE project not listed separately.
² Preservation projects are not itemized in the RTP.

Note: Don Wagner (WSDOT) abstains from voting on the other projects (he voted for #1, #8 & #13) for lack of profound knowledge of project details.
Mayor Pollard's no vote on #1 should be a yes, but can't support it now since it can't be completed in 6 yrs.

B. WHICH OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.

Project	Description	ODOT Comment	Buildable in 4 Years?	Proposed Strategic RTP Status	Cost Change (millions)	Please indicate below whether project should be included or supplemental to the public comment	
						YES	NO
1. I-4: Greeley I-4M, Phase 1	Deep I-4: Greeley-4M construction. See project description 86 on previous page.	Project cannot be built in 4 years. No agreement on project design with local jurisdiction.	no	11-20	-492.0		X
2. Transition/Overpassway Expressway (E807)	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-5 and SR99.	Must first identify feasible design alternatives for this roadway. It would be more cost effective at this point to conduct a Major Investment Study.	yes	00-05	-1.0	X	
3. WIS 610/Loughlin Hwy 224 to River Rd	Construct Bypass design through the Hillsdale central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of 4(RTP funds for Phase 1.	yes	00-05	-0.8	X	
4. Sandy Modernization (12th to 27th Avenue)	Reconstruct Sandy to Blith Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	00-10	25.0	X	
5. SW Clay/1st rd Reconstruction: Main Parkways-4M	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	no ¹	5.0	X	
6. Powell Blvd: Central Eastside Southbound Access	Install signal on Powell at SE 6th and realign SE 6th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	0.5	X	
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	00-05	22.0	?	
8. I-4: Greeley I-4M/4th St. Access	Conduct EIS to develop I-4 design between I-44 and Greeley Avenue and final street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	01 ²	4.2	X	
9. Barlow Modernization (Translating to SW City Link)	Reconstruct Barlow to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel roadway. Would include transfer of jurisdiction to the City of Portland.	yes	00-05	13.0	X	
10. Lombard Modernization: I-4 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	00-10	20.0	X	
11. 242nd Avenue Connector I-4 to Stark	Change alignment of 242nd connector to I-4.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Highway to Stark.	yes	00-08	24.0	X	
12. Powell Blvd: I-205 to Eastman Parkway (Hillsdale)	Widen to 6 lanes of sidewalks and bike lanes.	Project cannot be built in 4 years. The project will not work effectively without modifying the I-205 Powell Blvd interchange and adding express.	no	08-10	21.0		X
13. I-4: Lombard/Ego Center - PE and ROW	Widen I-4 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	08-10	15.0	X	
14. I-4/I-5/I-205 Hwy Interchange - Ph. 2	Complete the next phase of reconstructing the interchange.	This phase of the project is not needed by 10-15 years.	yes	00-05	35.0	X	

TOTAL OF ALL CHANGES \$64.2

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?

Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011-2020. PE project not taken separately.

² Preservation projects are not itemized in the RTP.

counted unknown respondents

Don't know who sent this?

Don Back
246-2088
#9. YES
Barbur

Int. parties

Susie Laksene

B. WHICH OF THE FOLLOWING PROJECTS SHOULD <u>ALSO</u> BE TAKEN OUT FOR PUBLIC COMMENT? JPACT SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE ODOT LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TPAC FOR CONSIDERATION ARE SHOWN.							Please indicate below whether project should be included in a supplemental list for public comment.	
Project	Description	ODOT Comment	Buildable in 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)		YES	NO
1. I-4: Greeley - I-84, Phase 1	Drop I-5: Greeley-I-84 construction. See project description #5 on previous page.	Project cannot be built in 6 years. No agreement on project design with local jurisdiction.	no	'11-20	\$22.9			X
2. Teatatin-Shenwood Expressway EIS/PE	Revise project to conduct a Major Investment Study (MIS) to define the location alternatives for a toll road between I-6 and 99W.	Must first identify feasible design alternatives for this new road. It would be more cost effective at this point to conduct a Major Investment Study.	yes	'00-05	-1.0	X		
3. I-9E (McLaughlin): Hwy 224 to River Rd	Construct Boulevard design through the Milwaukee central business district.	Reduce bond funds from \$2.5 million to \$1.7 million to supplement partial allocation of NTRP funds for Phase I.	yes	'00-05	-0.8	X		
4. Sandy Modernization (12th to 57th Avenue)	Reconstruct Sandy to Main Street design guidelines.	Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland.	yes	'00-10	20.6			X
5. SW City/Market Reconstruction: Naito Parkway & 4th	Reconstruct US 26 thru Downtown Portland	Project is primarily a preservation project. Would include transfer of jurisdiction to the City of Portland.	yes	na ¹	5.9			X
6. Powell Blvd.: Central Eastside Southbound Access	Install signal on Powell at SE 8th and redesign SE 8th and 7th.	ODOT opposes the signal on Powell due to safety concerns.	yes	no	4.5	X		
7. South Portland Circulation Phase I	Improve local connections to redevelopment area.	There is a lack of agreement on the design of this project.	?	'00-05	22.0	X		X
8. I-4: Greeley - I-84/Lloyd Dist. Access	Conduct EIS to develop I-5 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Project will resolve critical transportation issues and bring ODOT, Portland and the community to agreement on improvements.	yes	na ¹	6.2	X		
9. Barbur Modernization (Terwilliger to SW City Link)	Reconstruct Barbur to Main Street design guidelines.	ODOT wants to maintain the ability of this road to meet incident response needs on the parallel freeway. Would include transfer of jurisdiction to the City of Portland.	yes	'00-05	13.9	X		
10. Lombard Modernization: I-4 to St. Johns Bridge	Reconstruct segments to Main Street design guidelines.	Design needs to continue to accommodate truck traffic. Would include transfer of jurisdiction to the City of Portland.	yes	'05-10	20.0			X
11. 262nd Avenue Connector: I-84 to Stark	Change alignment of 262nd connector to I-84.	EA currently under way. Jointly funded by Multnomah County and ODOT. Multnomah County will fund the segment from Halsey to Stark.	yes	'00-05	24.0	X		
12. Powell Blvd: I-205 to Eastman Parkway (Birdsdate)	Widen to 5 lanes w/ sidewalks and bike lanes	Project cannot be built in 6 years. The project will not work effectively without modifying the I-205/Powell Blvd. interchange and adding expertise.	no	'05-10	21.0			X
13. I-4: Lombard to Expo Center - PE and ROW	Widen I-5 freeway to 3 lanes in each direction.	Overall scope of I-5 Trade Corridor improvements still being defined.	yes	'05-10	13.0	X		X
14. I-48 Hwy 217/Kuue Way Interchange - Ph. 2	Complete the next phase of reconstructing this interchange.	This phase of the project is not needed for 10-15 years.	yes	'00-05	35.0			X

TOTAL OF ALL CHANGES \$84.2

C. ARE THERE OTHER PROJECTS IN ADDITION TO THOSE NOTED ABOVE THAT SHOULD BE TAKEN OUT FOR PUBLIC COMMENT?		
Project	Description	Cost
		\$
		\$
		\$

¹ Construction is in the RTP Strategic System from 2011 - 2020; ² E project not listed separately.
³ Preservation projects are not itemized in the RTP.

FACSIMILE COVER PAGE

Date: 10/11/99
Time: 22:48:28
Pages: 2

To: Andy Cotugno
Company: Metro
Fax #: 797-1930

From: Glenn Bridger
Address: 940 SW Vincent Place
Portland, OR 97201
USA

Voice #: (503) 245-0729

Message:

In the listing attached, I wish to call special attention to items number 9 and 7.

Item 9, the Barbur Modernization is a significant need for Portland. Barbur is the main street of SW Portland, a part of the city with few through streets and travel options. Barbur is the major path for not only automobiles, but also ped and bike users. It is lined with commercial enterprises, large and small, and its proximity to I-5 provides significant reinvestment opportunity at a number of locations. This project will carry through with planning that has already created key elements for the design. This project is the most important item on the list.

Item 7, the South Portland Circulation Study, is a step at clearing up a transportation maze that most any who drive through it consider, even in technical terms, to be a mess. A CAC/TAC committee has arrived at agreement on what the project should look like; if there is disagreement as to design, it probably comes from the TAC members who have not been devoting sufficient attention to the project to understand the community values and objectives, and offering the design solutions that will meet those objectives.

Glenn Bridger
Planning and Transportation Chair
Hillsdale Neighborhood Association

<p>3. MANY OF THE FOLLOWING PROJECTS SHOULD ALSO BE TAKEN OUT FOR PUBLIC COMMENT. JACB SHOULD DETERMINE WHICH OF THE FOLLOWING SUPPLEMENTAL ADDITIONS/DELETIONS/MODIFICATIONS TO THE EXIST LIST SHOULD BE TAKEN OUT FOR PUBLIC COMMENT. CRITERIA SUGGESTED BY TRAC FOR CONSIDERATION ARE SHOWN.</p>						
Project	Description	COGT Comment	Feasible in 6 Years?	Proposed Strategic RTP Status	Cost Change (millions)	<p>From initial estimate positive project status is indicated if the modification is for public safety or is</p>
						YES NO
1. I-4, Overlay - I-4, Phase I	Drop I-4, Shoulder-Off construction. See project description on in previous page.	Project cannot be completed in 6 years. No agreement on project design with local jurisdiction.	No	11-20	-20.0	X
2. Tuckalee-Savannah Expressway (SR50)	Route to be completed in major transportation study (SR5) to define the location alternatives for a 4-lane divided boulevard with 60' R/W.	SR5 is currently underway. Route design alternatives for the new road. It would be more cost effective to improve in existing major transportation study.	yes	00-05	-1.0	X
3. SR5 (SR5 Expressway) from SR5 to Highway 1	Controlled Boulevard design project that includes central business district.	Reduce local traffic from SR5 to Highway 1 by 100% in the area of the project. SR5 is currently underway.	yes	00-05	-0.0	X
4. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	Full reconstruction of SR50 to SR5. SR50 is currently underway.	yes	00-10	20.0	X
5. SR5 (SR5 Expressway) from SR5 to Highway 1	Reconstruction of SR5 to SR5.	Project is currently in preliminary design. Would include transfer of jurisdiction to local City of Portland.	yes	00-10	5.0	X
6. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
7. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
8. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
9. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
10. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
11. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
12. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
13. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
14. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
15. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
16. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
17. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
18. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
19. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
20. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
21. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
22. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
23. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
24. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
25. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
26. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
27. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
28. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
29. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
30. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
31. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
32. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
33. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
34. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
35. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X
36. Tuckalee-Savannah Expressway (SR50) to SR5	Reconstruction of SR50 to SR5.	COGT supports the project on SR50 to SR5. SR50 is currently underway.	yes	00-10	5.0	X

[illegible]

⁵ Collaboration is in the RTP Strategic System from 2015 - 2020; the project not within separately.

² PROSODY PROJECTS AND NON-PROSODY AT NEW ISTEP

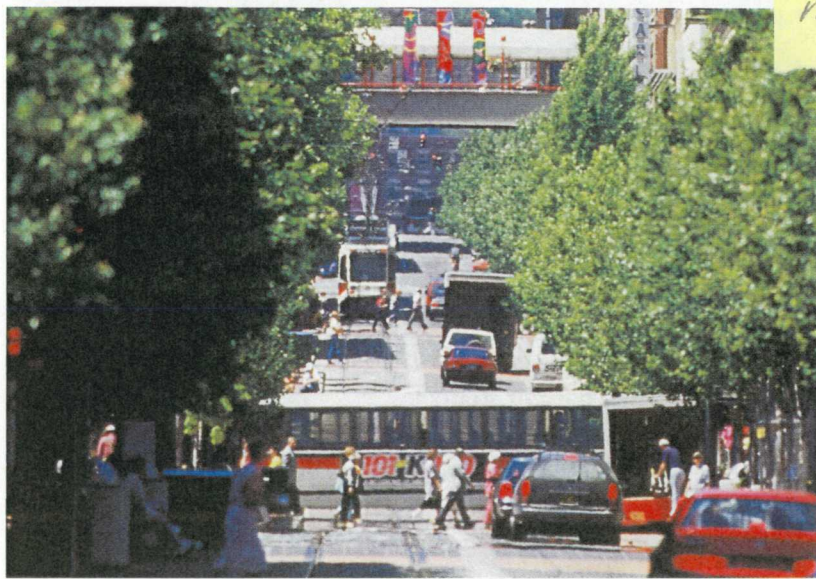
Getting There

Metro's Regional Transportation Plan in brief

FALL 1999

Presenting our new Regional Transportation Plan

Handout at
10-14-99 JPACT
mtg.



A more balanced transportation system is planned for the future - including cars and trucks, buses and light rail, walking and bicycling. Convenient access to jobs and shopping, cultural and recreational events is planned to contain sprawl.

Imagine the year 2020 - larger cities with more people - and then think of the traffic! Whatever you think about congestion now, consider how it could increase in the next 20 years. But there's hope for continued livability in the form of the Regional Transportation Plan, described in this newsletter.

The future of transportation

The new Regional Transportation Plan is a blueprint for improving the region's transportation system in the next 20 years. The plan begins to carry out the 2040 Growth Concept to protect the region's livability while planning for continued growth in this region. The plan shows how to keep people and goods moving

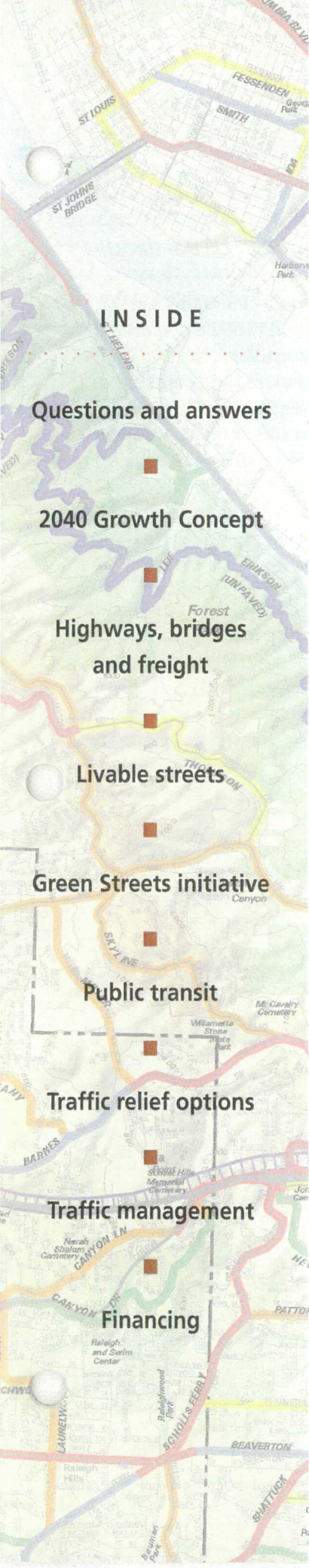
throughout our metropolitan area.

With the area's unprecedented growth in population, our travel has increased twice as much. Use of cars is increasing, due partially to two-income households with people traveling to work alone, often on long commutes. Building homes, business and shopping far apart also contributes to the increase in driving.

We need to:

- expand some roads and highways in developing parts of the region
- improve bus and light rail service and the ability to walk to stations
- build new sidewalks and bicycle lanes for safety and access
- limit delays for national

continued on page 2





Regional Transportation Plan *(continued)*

MAYOR VIEW



Charles J. Becker
Mayor of Gresham

"This transportation plan represents what is best about this region: a commitment to work together to tackle tough issues and support our shared vision for truly livable communities. It recognizes the impact of the transportation system on land use and its ability to shape our future."

and international freight movement

- develop new strategies to improve how our system works.

Metro's goal is to provide a balanced range of transportation choices in this region. The plan recognizes that the car will continue to be the primary choice of personal travel. However, the Regional Transportation Plan sets goals for all forms of urban travel: cars, buses, light rail, walking, bicycling and trucking. The plan includes a list of strategies for local and regional transportation changes.

Why is the plan needed?

More and more traffic is clogging our roads. Twelve percent of roads in the urban tri-county area are now congested. It takes longer to get to work and to school, to shopping and recreation. In the future, more than a quarter of our roads could be clogged during peak periods. We can't build our way out of congestion, but we can lessen the impact of traffic by expanding transportation choices and improving roads and bridges to make them work better.

What will the plan accomplish?

The plan sets a new direction for the future. Planning by all government

The Regional Transportation Plan will guide the transportation plans of all of the region's cities, counties, Tri-Met and Port of Portland.

partners in the region will be guided by the following strategies:

- Reduce the need to drive by making jobs and shopping more convenient to where people live.
- Expand transportation choices by providing safe and convenient alternatives to driving.
- Avoid sprawl and reinforce main streets and traditional downtowns by targeting transportation projects.
- Sustain economic health by providing access to jobs and industry.
- Balance transportation and land use plans to protect livability in the region.
- Maintain access to natural areas around the region.

How can transportation serve new growth?

The plan ties together transportation and land use policies from the adopted Regional Framework Plan (1997) and the 2040 Growth Concept. These policies include expansion of regional and

town centers within established transportation corridors. The plan addresses state planning requirements and looks at future transportation needs through the year 2020 - when our children and grandchildren will be using the transportation system that we build.

Transportation can benefit from the careful placement of new developments. This means building new homes and businesses close to existing transportation, where roads already exist and people can walk to the bus or MAX. This could help reduce the need to expand the transportation system. It



also means placing new transportation projects in areas that most need access, and where the region has decided future growth should occur within the urban growth boundary. This will help slow traffic growth by providing good alternatives to driving alone to work, shopping or cultural events and entertainment.

How will the plan's projects be funded?

Metro's funding strategy is to use limited state and federal dollars to support projects in our major transportation corridors. The plan requires more funding to maintain the existing roads, bridges and other transportation facilities while improving the efficiency of the overall system. Maintenance and safety projects will come before building new projects. Roads, bridges and transit systems are some of our largest public investments. However, funds are scarce and many projects must wait until funding is available. See pages 20–22 for more detailed funding information.

Why does the plan matter?

With a growing population, the transportation system becomes even more important. The Regional Transportation Plan is needed as a guide that

transportation plans of all of the region's cities, counties, Tri-Met, Oregon Department of Transportation and Port of Portland must follow. It clearly sets transportation strategies in the urban area for the next 20 years. Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability.

How does the plan protect the environment?

The plan expands our choices of travel within the region. Even on an occasional basis, the use of bus or MAX, walking, bicycling or sharing a ride can help the region maintain its clean air, conserve energy and reduce pressure to expand the urban growth boundary. By linking transportation and land use planning, there are many ways to limit driving alone to nearby destinations, such as biking to a neighborhood coffee shop or walking to a restaurant close to work. Also, Metro's new Green Streets project will help fish passage through our cities by replacing or repairing old culverts to allow for better stream flows under roads.



Taking transit and riding bicycles can help meet state goals of reducing the miles we drive, reducing dependence on the automobile and driving alone.

How did the plan evolve?

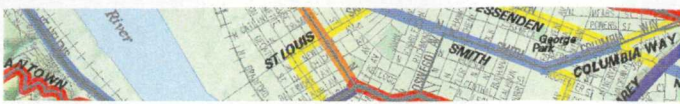
The Metro Council adopted the first Regional Transportation Plan in 1983. Since then, it has been updated every three to five years to reflect changes in the region. The council adopted an interim plan in 1995 to address new federal requirements. In 1996, transportation plan policies were updated to carry out land use policies found in Metro's Regional Framework Plan and the 2040 Growth Concept. The 1999 plan builds on the new policies

and looks at state planning requirements and future needs through the year 2020. The current plan received extensive review and feedback during the past four years from the public, from the 21-member citizen advisory committee, and from our government partners throughout the region.

How does the plan tie in with statewide planning goals?

The plan includes goals required by the state Transportation Planning Rule. The goals for the next

Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability.



Regional Transportation Plan *(continued)*

CITIZEN VIEW



Paul Koch
Oregon City
Chair
Regional Transportation Plan
Citizen Advisory Committee

"The involvement of all citizens in regional transportation planning is vital to the long-term livability of this region. There are no easy answers to the problems of transportation. One way to ensure that the plans reflect what we as citizens want and desire for the future is to participate."

A closer look at the Regional Transportation Plan

This newsletter contains a brief summary of nearly 1000 proposed projects in the updated Regional Transportation Plan. The projects represent the most needed improvements to meet the 20-year demand, as funding becomes available.

For more information

To receive a more complete list of projects in your area of interest, stop by Metro or call the transportation hotline, (503) 797-1900, option 2. Leave your name and address and ask for "Getting There" transportation fact sheets in one or more of the following areas:

1. West Columbia Corridor (industrial areas)
2. Portland Central City (and neighborhoods)
3. East Multnomah County
4. Pleasant Valley and Damascus (urban reserves)
5. Urban Clackamas County
6. South Washington County (including Washington Square)
7. North Washington County (including Beaverton and Hillsboro)
8. Also, new transit projects are described in a publication called Regional Transit Service Strategy for 2020

Visit Metro's transportation web site at www.metro-region.org for a look at the Regional Transportation Plan. You can also send e-mail to the Transportation Department at trans@metro.dst.or.us or fax a request to (503) 797-1949. Leave your name, address, ZIP code and phone number and staff will send you information or return your call during business hours. For the hearing impaired, call (503) 797-1804.

20 years include reducing the miles we drive by 10 percent per person, reducing dependence on the automobile and driving alone, reducing parking spaces by 10 percent per person and preserving rural lands. Metro is now linking transportation and land use planning, another state goal.

What happens next?

With adoption of the plan, city and county governments will update local plans to reflect the new regional policies. In this way, the transportation planning system throughout the tri-county urban area can be coordinated and upgraded to serve a growing population.





Linking the 2040 Growth Concept and transportation

Protecting the nature of the region

Metro was involved in a long-range planning process that included many residents and most local governments. The 2040 Growth Concept effort was started in 1992 because of the rapid population growth in this region and the concern that we were losing our quality of life.

The purpose of the 2040 Growth Concept is to develop a plan for protecting the nature of the region. This effort is based on the values people in this region hold – such as access to nature, ability to get around the region, clean air and water, safe and stable neighborhoods and a strong regional economy.

Adopted in 1995, the 2040 Growth Concept directs most development to population centers and along major transportation corridors. It relies on a balanced transportation system that accommodates walking, bicycling, driving, using transit and keeping freight moving to national and international destinations.

People are more likely to walk, take a bus or ride a bike if our transportation system provides safe and convenient opportunities to do so.

Focusing new jobs, housing and services in these centers and corridors provides many benefits and has important implications for the region's transportation system.

Reducing the need to drive

The 2040 Growth Concept supports the goal of providing jobs and shopping closer to where people live. A diverse and well-designed community provides closer access to a variety of jobs, recreation, shopping and other services. This reduces the need to drive longer distances, thus lessening traffic.

Protecting the environment

By asking residents to examine tradeoffs, we learned that a small expansion of the urban growth boundary and greater protection of environmentally sensitive areas were ideas that generated strong support. Metro has identified areas outside the urban growth boundary for future growth called urban reserves. These urban reserves will allow the region to expand slowly and carefully, and



Buckman Heights Apartment complex in Northeast Portland encourages transit, bicycling and walking. As a result, less than one parking space for every two apartments is needed. Residents may use two carsharing cars and several shared bikes. There are 92 bicycle spaces and many bus routes nearby.

will only require an 8 percent increase of land during the next 10 to 30 years.

In addition, Metro has adopted a Stream and Floodplain Protection Plan that will help preserve rivers, streams and wetlands while reducing future risk of flood damage. Habitat for fish and wildlife in the region is also being examined.

Using land wisely

Using urban land wisely allows for more cost-effective and efficient provision of road, sewer, water and stormwater systems. Our technical analysis showed that without the 2040 Growth Concept, the region's urban growth boundary would need to be expanded by about 50 percent to

accommodate forecasted housing and employment growth. This would result in the need for costly extensions of existing transportation and utility systems.

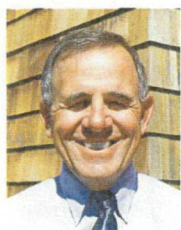
Providing transportation choices

More people will walk, take transit or ride a bike if our transportation system provides safe and convenient opportunities. Focusing new jobs and housing close to restaurants, stores and other services makes walking, bicycling and riding buses more convenient. These travel options allow people who can't drive (or choose not to drive) to get where they need to go. Finally, more households may choose not to own a car, or decline a second car, if



2040 Growth Concept *(continued)*

MAYOR VIEW



Ralph Brown
Mayor of Cornelius

"Working as a Metro region, we are able to work cooperatively to solve transportation problems. Regional transportation planning allows small cities a chance to interact with large cities and counties to plan for the future. Cornelius has benefited greatly from this process."



Orenco Station town center in Hillsboro (top) provides a welcoming commercial area for residents who can bicycle or walk to shops, restaurants and business from nearby houses and apartments.



Multiplexes at Orenco Station (bottom) are among the many housing choices in the 190-acre development. Residents are within walking distance of Westside MAX light rail and the town center, providing a village atmosphere.

there are a number of travel options. Money could be saved that would otherwise be spent on car payments, fuel, insurance and maintenance.

Keeping the economy strong

Experience has shown that economic vitality occurs in areas with the best transportation. Therefore, it is important that the Regional Transportation Plan invests transportation funds in areas that need the best access. These areas include the central city, regional centers, industrial areas and facilities where goods move from one form of transportation to another, such as

from trucks to ships or rail. It also includes investing in areas where the region decides future development should occur.

This means targeting investments to areas that have been identified as major centers of activity in the 2040 Growth Concept. These kinds of investment decisions are now being made as part of the current Regional Transportation Plan.

For more information

Call Metro's 2040 hotline at (503) 797-1888 and leave your name, address and a message. You can also send e-mail to Metro's

Growth Management Services Department at 2040@metro-region.org and information will be sent to you.





Regional highways

Highways give us the most direct link to our jobs. In addition, these routes provide access for trucks to move freight destined for national and international ports. The regional economy depends on highways to keep people and goods moving efficiently. This is why highways are some of the most critical items on the future projects map.

In the past, many of our major streets and highways have been widened to accommodate more traffic. However, further widening of our system would displace homes and jobs, in addition to incurring high costs in construction and environmental impacts. This is why a balanced approach to planning for the region's 20-year transportation needs has evolved. Highway projects will be balanced with alternatives, such as transit, bicycling and walking.

The following are major projects needed in the region's highway corridors, to be constructed as funds become available:

Interstate 5 corridor

Improvements in the I-5 corridor are focused on preserving mobility for freight and commuters. Congestion will likely continue to exist during the morning and evening rush hours, but not during

other times of the day. The planned Interstate MAX light rail, from the Rose Quarter to the Expo Center, will provide an alternative to driving on North I-5.

Some of the improvements planned for I-5 include:

- Provide three through lanes in each direction from the Fremont Bridge to Vancouver. A bridge replacement or expansion is under consideration across the Columbia River.
- Add truck-climbing lanes on I-5 between Terwilliger Boulevard and the Ross Island Bridge.
- Construct new freeway access from the Central Eastside Industrial District to I-5.
- Construct a full interchange at I-5 and Columbia Boulevard.
- Widen the I-5/Nyberg Road interchange and Tualatin-Sherwood Road to maintain access to the Tualatin industrial area.
- Reconstruct the I-5/Highway 217 interchange in phases to maintain access from I-5 to the Beaverton area.
- Construct new freeway access from the Ross Island Bridge and I-405.



Banfield (I-84) is a busy eastside route but it cannot be widened because of the impacts to the surrounding communities and the environment. Instead, light rail service will expand and more bus service will be provided on nearby streets.

Sunset Highway (Highway 26)

Westside MAX light rail is expected to slow traffic growth on the Sunset Highway by providing a convenient alternative to driving. Long-planned improvements from Sylvan to Highway 217 will be completed, as well, such as widening the freeway to six lanes from Highway 217 to Northwest 185th to maintain access to jobs in this rapidly growing area.

Banfield (I-84)

Widening I-84 is limited by the environmental and neighborhood impacts. Instead, light rail service is proposed to double and expanded park-and-ride is proposed east of I-205. More transit service will be

provided on streets parallel to the freeway between Portland and Gresham.

Interstate 205

Rapid growth in Clackamas County is projected for the next 20 years, creating more demand on I-205. A combination of highway improvements (from I-5 to I-84) and high-quality transit is proposed to address this need. Rapid bus would travel from Oregon City to Gateway. A more detailed study will identify actual improvements in this corridor but may include:

- Widening I-205 to six lanes from West Linn to I-5.
- Widening Oregon City bridge to six lanes with



Regional highways *(continued)*

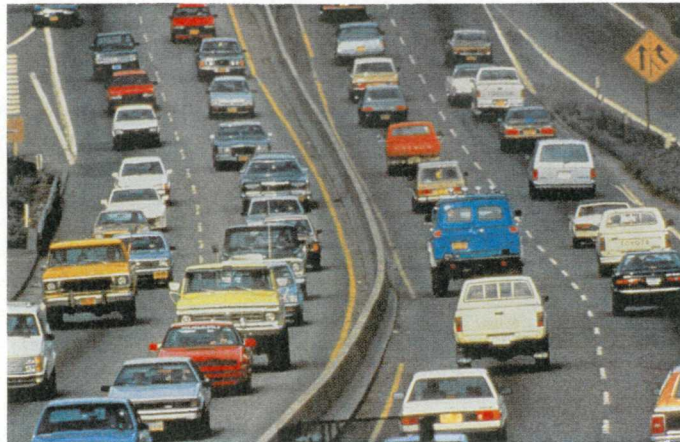
MAYOR VIEW



Rob Drake

Mayor of Beaverton

"The Regional Transportation Plan is an important tool in combining good land use planning and transportation projects. The coordinated planning and transportation efforts help promote regional cooperation and problem solving."



Traffic can be heavy on regional highways, especially during peak travel hours. Improvements are planned on many routes to alleviate auto and freight delays.

auxiliary lanes in each direction.

- Improving streets parallel to I-205, including new overpasses and street extensions near Clackamas regional center.

Proposed Sunrise Highway

Growth in Clackamas County will increase traffic significantly in the Damascus area, creating the need for a new highway in the next 20 years.

Examples of several projects planned for the Sunrise Highway include:

- Build a new four-lane highway, from I-205 to Rock Creek Junction in the near-term.
- An extension from Rock Creek Junction to US 26 is also planned

for the long-term, as warranted by development in the Damascus area.

McLoughlin Corridor

A more streamlined highway design is planned along McLoughlin and Highway 224 to improve travel between Portland and Clackamas County. Greatly expanded bus service with the possibility of carpool lanes is under consideration in this corridor. Light rail service may be considered in the future.

Highway 217

Significantly increased traffic on Highway 217 creates the need for expansion. The Highway 217 study will consider auto and freight traffic and possible solutions to congestion in this area. A combination of transit, highway and street projects

are proposed to maintain access to Washington Square and Beaverton regional centers. In addition, commuter rail is proposed to link Beaverton to Wilsonville, complementing other transit in this corridor.

Mt. Hood Corridor in Gresham

A Mt. Hood Parkway project will continue to be part of the long-term vision for connecting I-84 to US 26 and providing access to Gresham regional center.

Meanwhile, a series of improvements are proposed to streamline the Hogan Road connection from I-84 to US 26.

Proposed Tualatin-Sherwood Expressway

A new connection on I-5 between Tualatin and Sherwood is proposed to route through traffic around the Tigard and Tualatin town centers. The location of the new route will be studied and the highway could be built as a tollway.





Bridge improvements

Bridges provide the only access across our rivers, often connecting people with jobs. The region's bridges are aging and in need of repair to maintain their usefulness into the future. Since few new bridges are proposed, bridge repair and preservation plays an important part in the Regional Transportation Plan.

The following are several bridge projects in the plan:

- Preserve the Willamette River crossings with repairs and painting, including the Broadway, Burnside, Morrison and Sauvie Island bridges.
- Preserve or replace the Sellwood Bridge with a two-lane bridge, adding bicycle and pedestrian improvements (see box).
- Restore the St. Johns Bridge.
- Study the need for a new North Willamette crossing from US 30 to the Rivergate industrial area.
- Construct a new bridge from Marine Drive to Hayden Island for access to marine terminals.

Sellwood Bridge improvements



Metro's South Willamette River Crossing Study concluded in July 1999. The study examined new bridge locations, as well as four-lane and two-lane Sellwood Bridge alternatives. Due to other funding priorities and potential adverse community impacts of new or bigger bridges, the Metro Council and local elected officials recommended that the Sellwood Bridge be maintained or replaced as a two-lane structure. They also recommended improvements to the Ross Island and I-205 bridges, more transit and bicycle improvements, widening Southeast McLoughlin and Highway 224 (as necessary), and working to provide more jobs in Clackamas County to reduce demand for long-distance commuter trips.

Hawthorne Bridge improvements



The Hawthorne Bridge underwent a \$20.7 million renovation in 1998-99. More than \$4.7 million of Metro transportation improvement funds went to replacing the surface of the bridge deck and for widening the shared bicycle and pedestrian sidewalks on the bridge and ramps. The rest of the funding, approximately \$16 million, was authorized by JPACT from federal bridge repair funding administered by the Oregon Department of Transportation.



Designing streets for cars and people

MAYOR VIEW



Vera Katz
Mayor of Portland

"The key to being a thriving city is being part of a thriving region. Portland is lucky to have wonderful partners at Metro and surrounding cities that understand the importance of linking transportation, housing and jobs. The Regional Transportation Plan will help us reduce congestion, improve the environment and keep us connected as not just Portlanders, but Oregonians."

Whatever your destination and however you travel, well-designed streets can get you there. The design of streets directly affects our quality of life. Street design is one way the 2040 Growth Concept can be carried out, by linking the way a street is designed to the land uses it serves. In this way, neighborhoods can be protected for pedestrians, bicycles and local traffic, with through traffic and truck travel encouraged in major transportation corridors.

Metro has worked with the region's residents and governments to develop new policies for street design. The result has been the creation of new street design classifications: boulevards, streets and roads. Boulevards emphasize people; roads are for cars and trucks; and streets balance all modes of travel. The policies apply to regionally significant streets throughout the metropolitan area, primarily arterial or major street networks.

Focus on boulevards

Boulevards are located in regional and town centers and along main streets. They are often the centerpiece of a community and the focus of civic activities.

Although they often carry heavy traffic, they are



Boulevard improvements will encourage more walking and transit use on major streets around the region. Boulevards will include wider sidewalks with on-street parking, benches, bus shelters and corner curb extensions with improved pedestrian crossings, such as on 122nd Avenue in East Portland..

designed for walking and transit. Designs include improved pedestrian crossings at every intersection, wider sidewalks with on-street parking, benches, bus shelters and curb extensions. These people-friendly elements are intended to slow traffic and make walking, bicycling and the use of transit safer and more inviting. Boulevards can encourage more livable communities with nearby services within walking distance.

Boulevard projects are a transportation priority in this region. Streets that will be redesigned to become boulevards include:

- McLoughlin Boulevard in Milwaukie
- Sandy Boulevard

- West Burnside
- Hawthorne
- Division Street in East Multnomah County
- Barbur Boulevard
- Capitol Highway
- Beaverton-Hillsdale Highway
- Main and Adair streets in Cornelius

The plan includes many other boulevard projects throughout the region.



Livable streets

Division Street boulevard



Before



After

Division Street brings many of Gresham regional center's destinations together. It is a bus corridor that connects to light rail. It ties Gresham's historic downtown to the new development called Civic Neighborhood. It connects Gresham with Portland and provides neighborhood access to parks, shopping centers and schools.

Yet Division is completely auto-oriented. A major five-lane arterial, it has heavy traffic and lacks even basic sidewalks in many areas. It acts as a neighborhood divider rather than a connector.

A new boulevard design (lower picture, above) was developed for Division. When completed, the street will become the new heart of Gresham regional center. The boulevard will have broad sidewalks, street trees, lighting, bicycle lanes and on-street parking. Travel lanes for cars and transit will be divided with a raised and landscaped median that also serves as a pedestrian refuge. Division Street is an example of how major streets in the region can be made more attractive and functional for multiple uses.

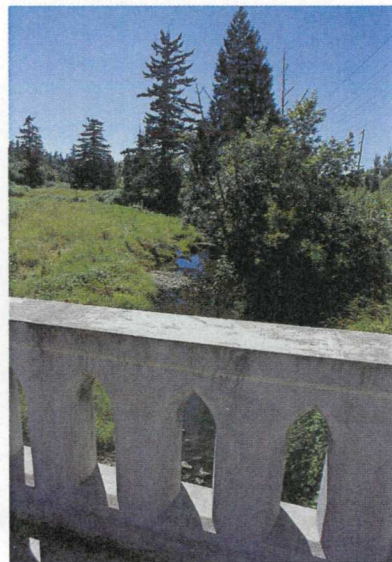
New fish-friendly bridge

Steelhead have traditionally used Mt. Scott Creek in Clackamas County. The creek passes under Sunnyside Road in an old box culvert that does not provide fish passage when water is low. The culvert will be removed and replaced with a new bridge over the road near 117th Avenue. The bridge will allow steelhead to more easily pass under Sunnyside Road. It will also provide a wider crossing for traffic, including bike lanes and sidewalks. A proposed pathway under the bridge could connect to a future Mt. Scott multiuse path connecting to a regional park.

Green Streets for fish passage

What happens when roads must cross over streams? Metro is working to make sure that regional transportation projects do not block fish passages. With the recent federal listing of salmon and steelhead and proposed listing of cutthroat trout as threatened species, new attention is focusing on urban fish habitat, stream passage and water quality.

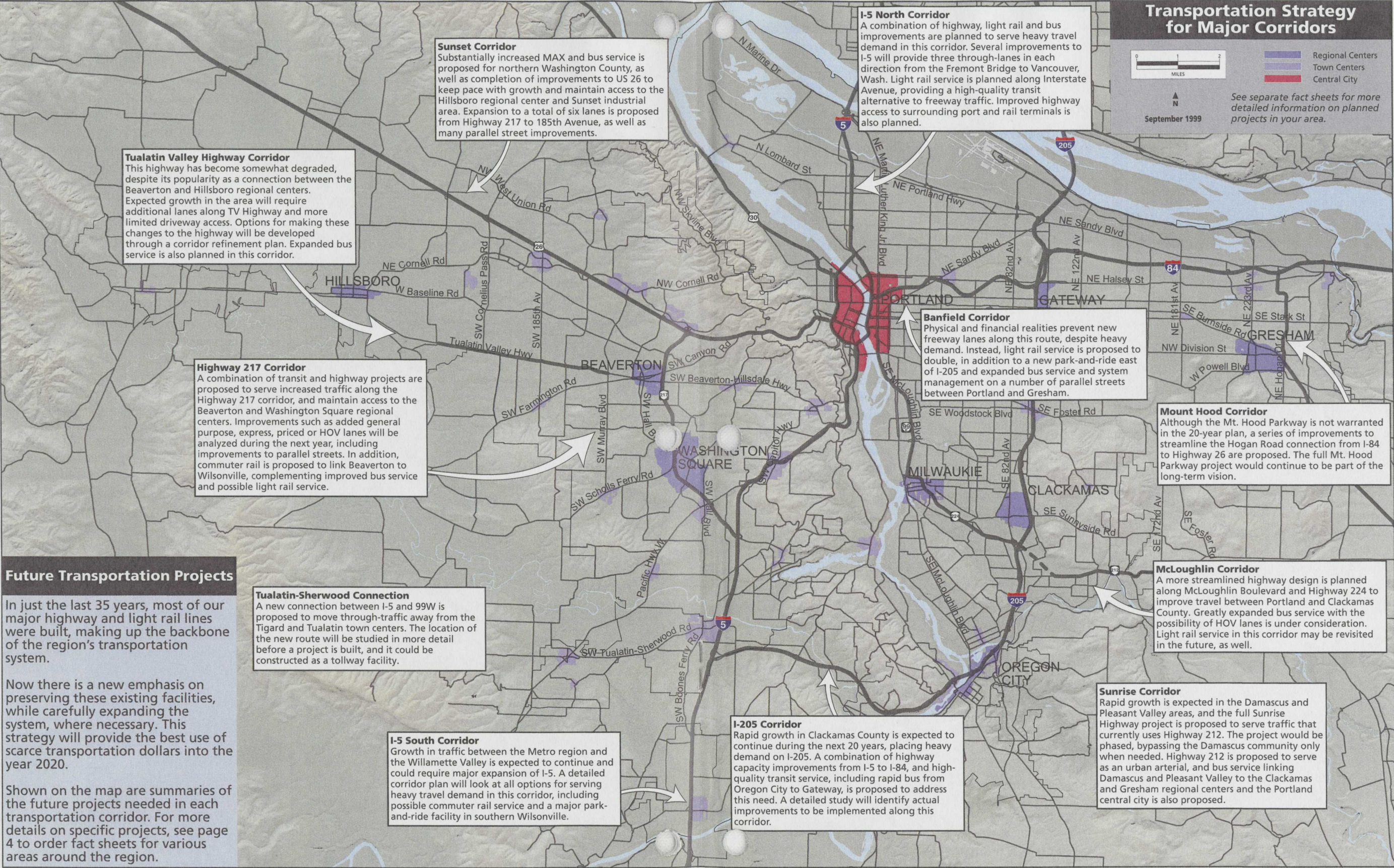
The new Green Streets program will provide new guidelines for transportation projects to ensure fish-friendly design solutions. For example, more than 150 culverts around the region were found to need repair to allow fish to pass under roads. Metro is identifying culverts that should be replaced in the near future. Federal and state transportation programs must allocate funds to replace or repair these fish access problems.



Johnson Creek is a free-flowing stream, spanned by the Seventh Street Bridge in Gresham. The bridge protects the steelhead and trout from road impacts. The Green Streets program will promote similar "fish-friendly" designs to protect streams around the region.



Major regional corridors





Public transit keeps us moving



The Beaverton Transit Center (top) serves bus and Westside MAX, the newest addition to the light rail system. Light rail is proposed for North Portland.

Eastside transit connections may be made easily at the Gateway Transit Center (bottom), where MAX awaits riders from bus connections. More transit, such as rapid bus, frequent bus and streetcars, is planned for this region.

In Portland, transit trips per person increased by 4.4 percent between 1990 and 1995, while other cities experienced an average decline of more than 9 percent. In fact, transit use in Portland increased faster than the population and faster than traffic growth.

Public transit has become more important to our region's transportation system in the past 25 years. Since the Portland Transit Mall was built in the 1970s, bus ridership has grown steadily. With the addition of light rail and the upcoming streetcar line, the types of transit service offered in Portland have also grown. New ideas, such as commuter rail and rapid bus, add to the potential of transit use in our growing region.

Light rail and rapid bus will become the backbone of the transit system, connecting regional centers to each other and to the central city. Light rail service will operate at least every 10 minutes during the day, seven days a week. Rapid bus will operate every 15 minutes during the day, seven days a week. Light rail or rapid bus will connect regional centers and the central city.

On an average weekday in 1998, about 186,000 riders used the bus and rail systems. By 2020, that number is expected to increase to more than 500,000 riders. The Regional Transportation Plan identifies the need for fast, convenient transit access to all parts of the region.

The following types of transit projects or expan-

sions are planned for the metropolitan area:

Light rail transit

Light rail provides speedy and convenient service between downtown Portland and Gresham and Hillsboro regional centers. Extensions are currently under study for future regional service.

- Light rail is currently being built from Gateway to Portland International Airport under a public/private funding package.
- A light rail line on North Interstate Avenue, from the Rose Garden to the Expo Center, is under study and construction is expected to begin in 2001. A future extension may be considered to Vancouver, Wash.
- If funded, a future light rail extension may travel from Portland to Clackamas County. Until then, more frequent buses will serve Highway 99E/ Highway 224 from Clackamas Town Center to Portland.
- Future rail service will be evaluated to Oregon City and in the Highway 217 and Barbur Boulevard corridors.

Commuter rail

Commuter rail uses existing railroad tracks for diesel-powered passenger train cars that typically run long distances, mostly during rush hours. Washington County is seeking funding for an 18-mile commuter rail line from Beaverton's MAX station to Wilsonville, with a possible future extension south to Salem. Corridors for other commuter rail studies could include McMinnville to Portland, Lake Oswego to Portland and Canby to Portland.

Streetcars

Streetcar lines are returning to the Portland area.

Streetcars run on new tracks set in the middle of existing streets. A new central city streetcar line is being built from Portland State University in downtown Portland to Good Samaritan Hospital in Northwest Portland. Future streetcar lines to be studied include one from North Macadam to connect to Portland State.

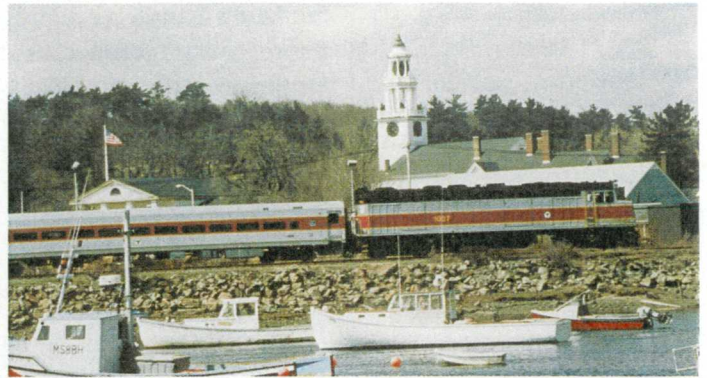
Rapid bus

New rapid bus service will provide fast, frequent and reliable service with limited stops along major transit corridors. The service may run on reserved bus lanes. Stations will include schedule kiosks, ticket machines, lighting and benches, covered shelters and bike parking.

- An interim rapid bus system will be developed from downtown Portland to Clackamas Town Center and Oregon City. A new Milwaukie Transit Center will be built.
- New rapid bus service will be enhanced on the Powell/Foster Corridor to Damascus.
- Service will be improved along Barbur Boulevard and 99W to connect King City, Tigard and Portland.
- Studies will be done for rapid bus lines along I-205 from Vancouver to Oregon City and from Oregon City to as far west as the Beaverton Transit Center.

Frequent bus

"Frequent bus" means high-frequency local bus service along main streets or major routes with frequent stops. Stations feature covered bus shelters, lighting, benches and curb extensions. Frequent bus service will be enhanced on Sandy Boulevard, Killingsworth/82nd, MLK/Lombard, Hawthorne Boulevard, Division Street, Hall Boulevard, Kruse Way and Highway 43 and Belmont/NW 23rd Avenue, as well as Beaverton-Hillsdale Highway and Tualatin Valley Highway.



The commuter train (top) operates in the Boston area. Commuter rail is being studied for Washington County, between Beaverton and Wilsonville.

Portland's central city streetcar, opening in 2001, will be similar in style to this European design (bottom). Portland's streetcar will operate between PSU and Good Samaritan Hospital, with future planned extensions.

New buses

One of the major funding decisions is to purchase more buses to alleviate rush-hour overcrowding on the region's most-used transit routes. Providing new buses during peak use is one of the best ways to keep and gain new ridership. Service improvements during off-peak times are also being funded, as well as bus service to new areas.

Added bus shelters and better schedule information will also be provided.

Regional transit service strategy

Metro and Tri-Met have worked with residents and government partners to define a long-term transit strategy for the region. Future transit service will focus on regional centers, such as Gresham, Beaverton, Clackamas and



Public transit *(continued)*

Portland's central city. Improvements planned for the next 20 years will provide transit service that better meets the needs of a growing region by offering:

- Faster, more direct connections to different communities, minimizing the need to travel to downtown Portland to transfer.
- Better routes to serve neighborhoods, employment areas and schools.
- Efficient, reliable service with adequate space for passengers at all times.
- Improved bus connections for better access to light rail.
- New low-floor, air-conditioned buses with security cameras and bigger windows, providing service to all, including those using mobility devices.
- Improved bus stops, with shelters, lighting, phones, maps, schedules, better sidewalks and electronic signs with accurate bus arrival times.
- Support of transportation management associations to improve commute options for employees (see box at right).

MAYOR VIEW



Carolyn Tomei
Mayor of Milwaukie

"In working with Metro and the other governments in the region, my mission has been to provide a broad range of transportation choices to Milwaukie residents, support the livability of our community and ensure that our community is connected to the entire metropolitan region. The RTP reflects a careful balance between the transportation goals of the entire region and of local communities. Milwaukie is very pleased to be a partner in this planning effort."

Alternatives to rush hour



Transportation management associations, which are private enterprises or private/public partnerships, offer alternatives to employees driving to work alone during rush hour. TMAs can promote ride sharing, transit, walking, biking, work schedule changes and telecommuting to reduce rush hour traffic congestion. One TMA will be located in each regional center.

The Lloyd District TMA formed to reduce traffic congestion around the Lloyd Center area. The TMA has joined with Tri-Met to offer a PASSport program that increased the use of bus passes from 2,500 to nearly 5,000 employees in the Lloyd District during the past year.

The Lloyd District TMA negotiated four new bus lines, adding direct access from Southeast and Southwest Portland and Clark County. New bike lanes and bike parking facilities have also been added to the area. Businesses that participate in the TMA have seen a significant reduction in employees driving to work, thus complying with Oregon's commute rule.



Walking into the millennium



New, wider sidewalks are being built throughout the region to encourage more walking, as part of the regional pedestrian system. This sidewalk is on Northeast Grand Avenue in Portland.

Where would we be without walking? Walking is the most basic and reliable form of transportation. Everyone who can walk is a pedestrian, even those who need mobility assistance. In neighborhoods with good sidewalks and access to transit, more than 20 percent of all travel is on foot.

Metro wants to continue encouraging walking, which is our link to cars, bicycles, buses, trucks and light rail. It is also a valuable form of transportation to accomplish short trips in your neighborhood or to shops near work. Walking can link neighbors and communities, as well.

Improving streets to make them pedestrian-friendly is one goal of the Regional Transportation Plan. This will allow people to walk

safely in attractive areas, especially to transit and major centers. Community design can also help foster convenient walking routes. Walking trips are expected to more than double in the next 20 years, so pedestrian improvements are necessary.

Metro's Regional Transportation Plan calls for the development of a regional pedestrian system to make streets more walkable and improve walkways to public transit. Needed improvements include sidewalks, multiuse paths, curb extensions, bus shelters, safer street crossings, lighting, street trees, benches, landscaping and wide planting strips that buffer walkers from cars.

The design of pedestrian-friendly neighborhoods, with well-connected streets and sidewalks and nearby

shopping, fosters nearly four times more walking trips than other areas.

Examples of specific improvements in the plan to encourage walking are as follows:

- Retrofit existing streets in the Lloyd District, Hillsdale, Washington Square, Beaverton, Gateway and other centers to include wider sidewalks, safer street crossings, bus shelters, curb extensions and benches at major transit stops.
- Improve streets and corridors that connect to light rail transit in regional centers, such
- Provide wide sidewalks along major transit corridors – particularly at transit stations and bus stops – with landscaped buffers, bus shelters and benches, curb extensions and marked or signal crossings.
- Construct new multi-use trails throughout the region, including along Phillips, Rock and Fanno creeks.
- Fill in missing sidewalks on arterial streets throughout the region.

as Gresham, Gateway, Beaverton and Hillsboro.



Walking can be our link to nearby schools, parks, neighbors and shopping. Pedestrian-friendly design, with well-connected streets and wider sidewalks, is planned throughout the region.



Bicycles: from the past into the future

One of the best, cleanest and least expensive transportation choices in the region is bicycling. This is helped by the many new bicycle lanes striped on major streets around the region, with more planned for the near future.

A major goal of the plan is to provide a regional network of safe and convenient bikeways, including bike lanes, multi-use paths and bicycle boulevards. The goals include the following:

- Provide a regional, interconnected network of safe and convenient bikeways.
- Provide good bike access to downtown Portland and the regional centers.

- Increase the number of bicycle trips throughout the region.
- Ensure that transportation projects are designed to accommodate bicyclists.
- Encourage bicyclists, pedestrians and motorists to share the road safely.

There is a coordinated bicycle planning effort in the region, involving Metro, city of Portland, Clackamas, Multnomah and Washington counties, Tri-Met and the Oregon Department of Transportation.

Planned bicycle facilities fall into three categories:

Bike lanes – Striped sections of the roadway designated for bicycles. Bike lanes are planned on many major streets



More bicycling will be encouraged through the addition of new bike lanes and bicycle boulevards around the region. Providing a regional, interconnected network of safe and convenient bikeways is one of the plan's goals.

throughout the region. One example is Greeley/Interstate, connecting the Portland central city to North and Northeast Portland. In Washington County, bike lanes on Cornell Road will help fill gaps in the regional bikeway system. Another example is the Division

Street boulevard project in Gresham, which includes bike lanes and sidewalks as part of the project.

Bicycle boulevard – A street with little traffic that becomes a through street for bicyclists while maintaining local access for cars. One example is the Tillamook bikeway in Northeast Portland, which includes a boulevard retrofit in the Hollywood town center.

Multiuse paths – Separated from car traffic, multi-use paths are used by bicyclists, pedestrians, skaters and other non-motorized travelers. An example for future construction is the Clackamas regional center trail, which connects area residents to North Clackamas Park.

Bike There! bike map on sale for a greener, cleaner community

Want to pedal your way to a better community? Metro's new and improved bike map is available. If you like to cycle, the bike map can help you find the best and safest way to travel around the region. Streets are color-coded for safety, and new bike lanes and paths are highlighted. Other features include shaded elevation, topography and water-resistant synthetic paper. You can purchase the bike map for \$6 from many local bike shops and bookstores and through Metro's web site at www.metro-region.org. Additional information about the bike map is available through Metro's web site or by calling the transportation hotline, (503) 797-1900, option 6.





Coping with traffic congestion

While the Regional Transportation Plan assumes that the automobile will continue to be a primary transportation option, it also recognizes that the amount of miles we drive – and therefore the degree of congestion on our roads – is directly related to the availability of varied and dependable transportation choices. For the most part, our road system is built to accommodate the heavy rush hour demand. It stands to reason that if demand is spread over more hours of the day or reduced through use of alternative travel choices, congestion will be better managed and the need to build costly road expansion projects reduced.

The transportation choices and land uses outlined in this newsletter can be tools to reduce growth in traffic congestion. In some cases, people will adjust their travel times to avoid rush hour traffic or workers may arrange to work at home on some days or to share rides with neighbors. Some trips could be made by using an improved transit network, including regional light rail, rapid bus, frequent bus, streetcars, and commuter rail, or by bicycling and walking. Our individual choices can help reduce congestion during peak traffic times.

The Regional Transportation Plan recognizes the following:

- Strategic road and highway improvements are needed to address the most critical areas of congestion.
- A realistic standard for traffic operations, based on what the public has indicated it is willing to fund, translates into some congestion during the morning and evening rush hours.
- Increased congestion can be avoided by providing people with more varied and reliable transportation choices.
- Efficient land use patterns, with employment centers and housing located near one another with easy access to transit and services, will help to manage congestion and sustain communities.

Moving goods and services

Congestion relief is an important focus of the plan's new projects, especially for freight. Our region is a major West Coast distribution center and the economy is dependent on the movement of goods and services to national and international ports. Freight

volumes are expected to more than double by the year 2040. Large trucks as well as local goods and service haulers, are heavily dependent on our shared transportation system. Improvements to the regional highways will focus on moving freight through key routes such as I-5, I-84 and I-205 and priority access to key industrial areas, rail yards, marine terminals and the airports.

Traffic management devices

Today, traffic management devices can help keep traffic moving through congested areas and can slow cars down in residential areas. Several techniques can make the road system smarter, including timing of traffic signals, traffic count stations, message signs, fiber optic interconnection and communication with a central management computer.

Traffic relief options apply to new highways

The Traffic Relief Options Study began in 1996 to review the concept of "congestion pricing" or "peak period pricing," which would charge drivers a fee for using major highways during peak hours. This could reduce the number of commuters using congested freeways by diverting them to other routes or dedicated lanes, or to use transit or travel at other times of day.

A citizen task force conducted an in-depth analysis of peak period pricing for the Portland metropolitan area. They concluded that:

- Peak period pricing could be an appropriate tool to manage congestion. It could also generate revenues to help fund needed transportation improvements.
- It should be considered a feasible option when major new highway capacity is added to congested corridors.
- Existing roadways should not be priced at this time.
- In the next two years, the region should identify a specific project to serve as a pilot project to test peak period pricing.

For more information, call the Metro transportation hotline, (503) 797-1900, and ask for the TRO final report.



Transportation funding puzzle

MAYOR VIEW



Lou Ogden
Mayor of Tualatin

"An effective transportation system is paramount to a meaningful growth management plan for our region. Wise investment of our precious few resources can only occur when all of us partner together working co-operatively and strategically. Fortunately for us and the taxpayers we represent, regional collaboration has resulted in a transportation plan that leverages local, regional, state and federal dollars to create the best integrated system possible within our means."

How to finance the future?

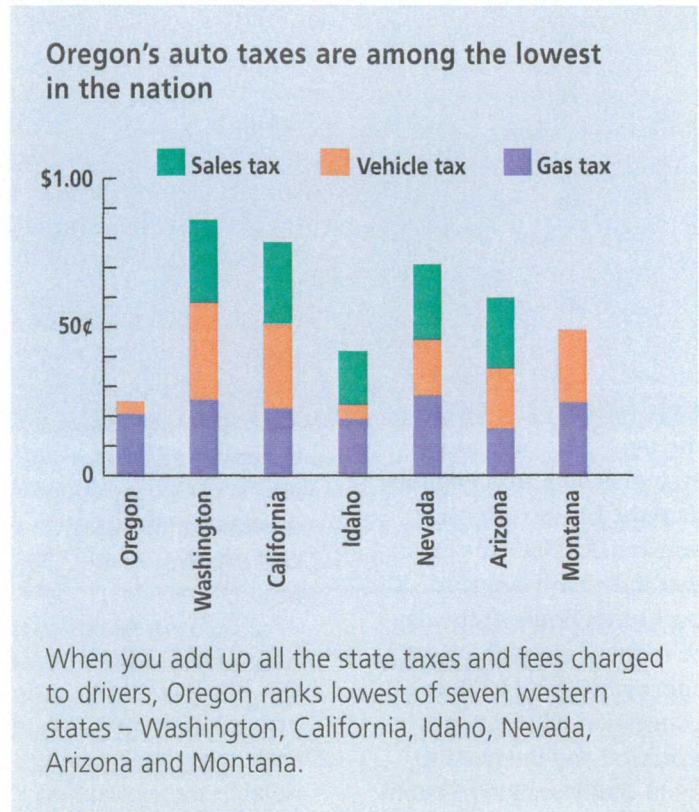
The Regional transportation Plan identifies three funding scenarios to help give elected officials and residents a picture of how different levels of investments can address future transportation needs.

The plan considers funding at three investment levels:

- *Existing resources system* - limited to current funding levels which fall short of maintaining the system already in place.
- *Preferred system* - includes all future projects necessary to meet the adopted goals and standards for the transportation system.
- *Strategic system* - lies in between the other two systems, and is made up of the most critical programs that are needed to keep pace with future growth.

The plan studies these investment levels during three time periods: short-term (five years), medium-term (10 years) and long-term (20 years).

Metro's existing resources system is estimated at \$1.94 billion through the year 2020 for the most-



needed road-related and transit projects.

But Metro estimates that to keep up with growth and build all necessary road-related and transit projects, the preferred system would require approximately \$9.09 billion.

The mid-level strategic system is projected to cost \$7.21 billion and would need increased revenue sources. A portion of this increase could be funded by the 5 cents per gallon gas tax increase and \$10 per biennium vehicle registration fee increase passed by the 1999 Oregon Legislature.

Now, here's the concern: state and local funding sources are currently too low to adequately maintain our existing transportation system. They are clearly inadequate to fund maintenance of the existing system or improvement projects identified in all three investment scenarios, even the lowest.

Closing the gap

The \$4.05 billion required by the mid-level strategic system for road-related projects translates to an increase of the gas tax by 2 cents per gallon per year during the next 20 years - an average increase of about \$12 per vehicle per year for 20 years.

Auto tax comparisons

Compared with other state auto-related taxes, Oregon ranks among the lowest in the nation. Many nearby states have higher total auto registration and related fees, sales taxes and gas taxes.

The average gas and auto taxes currently paid in Oregon is \$162.60 per year. In comparison, Washington residents pay \$564, Nevada residents pay \$455.10 and Idaho residents pay \$316.80. In California, average total gas and auto taxes come to \$466.20 per year.

Utility costs are another comparison. The proposed average Oregon road use taxes are \$27.10 per month, based on a two-car household. In comparison,

an average monthly electric bill is \$61.50 and water/sewer charges are \$45.70. Natural gas is \$37.55; cable TV \$29.40; local phone \$25 and trash pickup \$17.20. A two-zone bus pass is \$41 per month.

Funding future projects

Metro funds transportation projects with federal money through the Metropolitan Transportation Improvement Program.

The MTIP was updated recently to determine which projects in the plan will be funded during the four-year period of October 1999 through September 2003. Local governments and transportation agencies, such as Tri-Met, cities, counties and Port of Portland, submitted requests for projects to

Legislative funding package

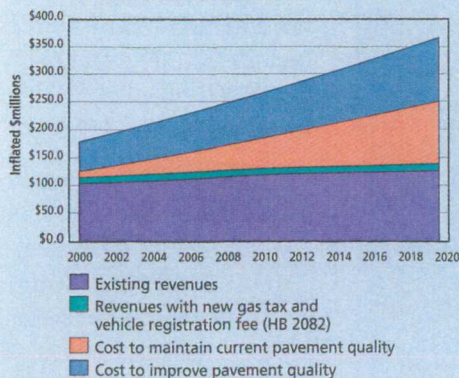
The 1999 Oregon Legislature took steps to partially close the funding gap. A package of transportation funding measures (House Bill 2082) was passed by the legislature and may be referred to voters in May 2000.

The package includes a 5-cents-per-gallon gas tax increase, and a \$10-per-biennium auto registration fee increase. The truck weight-mile fees would be replaced with a new 29-cent tax on diesel fuel and an increase in truck registration fees. In addition, it allows counties to enact a \$10 per year add-on to the vehicle registration fee.

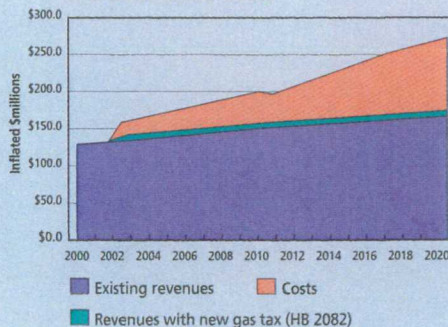
If this package is enacted, it would help close the gap for two areas of need. It would fund approximately \$180 million of unfunded modernization projects on the state highway system in the metro area (\$600 million statewide). It would also allow the state, cities and counties to address some of the backlog of unmet maintenance and preservation needs of our highway and road system.

Operating and maintaining what's on the ground

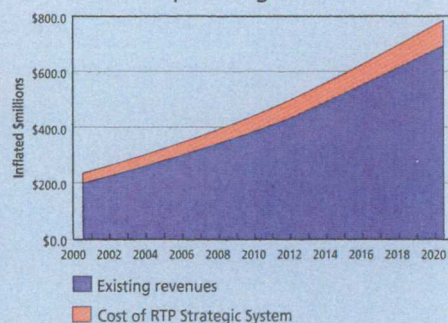
City and county maintenance costs



State highway maintenance costs



RTP Strategic System: transit operating costs



Projections show that existing funding sources to maintain our road system already fall 7 percent short of need. The shortfall will grow to 44 percent because resources don't increase as quickly as costs and needs. While transit funds do grow, transit service needs to grow faster than current funding levels to make service more convenient to more people.



Transportation funding puzzle (continued)

Metro for consideration.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council then selected projects for funding that support a balance of alternatives, promote 2040 land use objectives, provide geographic equity and meet air quality standards.

The federal transportation act (ISTEA) adopted in 1991 ushered in a new era, calling for integrated planning and financing for all travel methods. This

region has met the federal challenge with a comprehensive and integrated long-range plan for transportation and land use.

How projects get funded

There is a selection process that all projects must go through before being accepted for funding:

Step 1 - Application

Application is submitted by state, regional or local jurisdiction.

Step 2 - Initial criteria

Elected officials establish "threshold criteria" that must be met to ensure consistency with regional planning goals.

Step 3 - Technical ranking

A technical score is calculated based on how well the project supports the 2040 Growth Concept and meets transportation goals. Project categories include: pedestrian, transit oriented development, bicycle, road modernization, road reconstruction, transit, freight, transportation demand management and

boulevard projects.

Step 4 - Selection

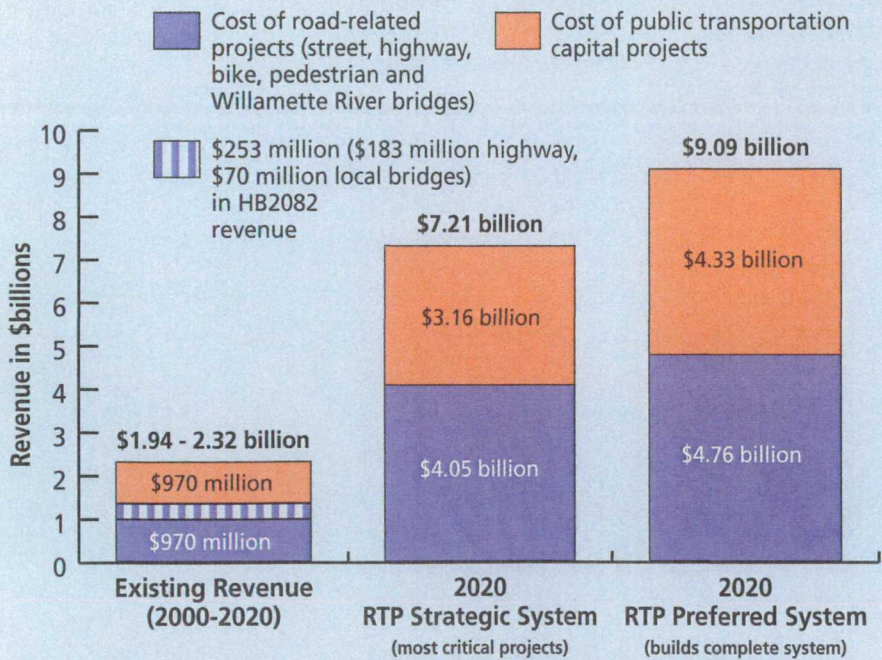
If the funding amount is available and project meets all necessary criteria, the project is recommended for public hearing and funding by JPACT and Metro Council elected officials.

Where the money comes from

The region's transportation system is funded through a combination of federal, state, regional and local money sources. Federal funds are given to this region with differing requirements on how they can be spent. The state generates funds through a series of user fees that are constitutionally limited to road use, including a gas tax, taxes on heavy trucks, vehicle/truck registration fees and drivers license fees. Tri-Met and SMART (Wilsonville) collect regional transit funds through a business payroll tax and fares. Local sources include county gas taxes, dedicated property tax levies and other development-related fees.

How to close the gap?

Transportation needs exceed available revenue



The strategic system is projected to cost \$7.21 billion, of which more than half includes street, highway, bike, pedestrian and Willamette River bridges projects.

Metro: Protecting the nature of our region

"It's better to plan for growth than ignore it."

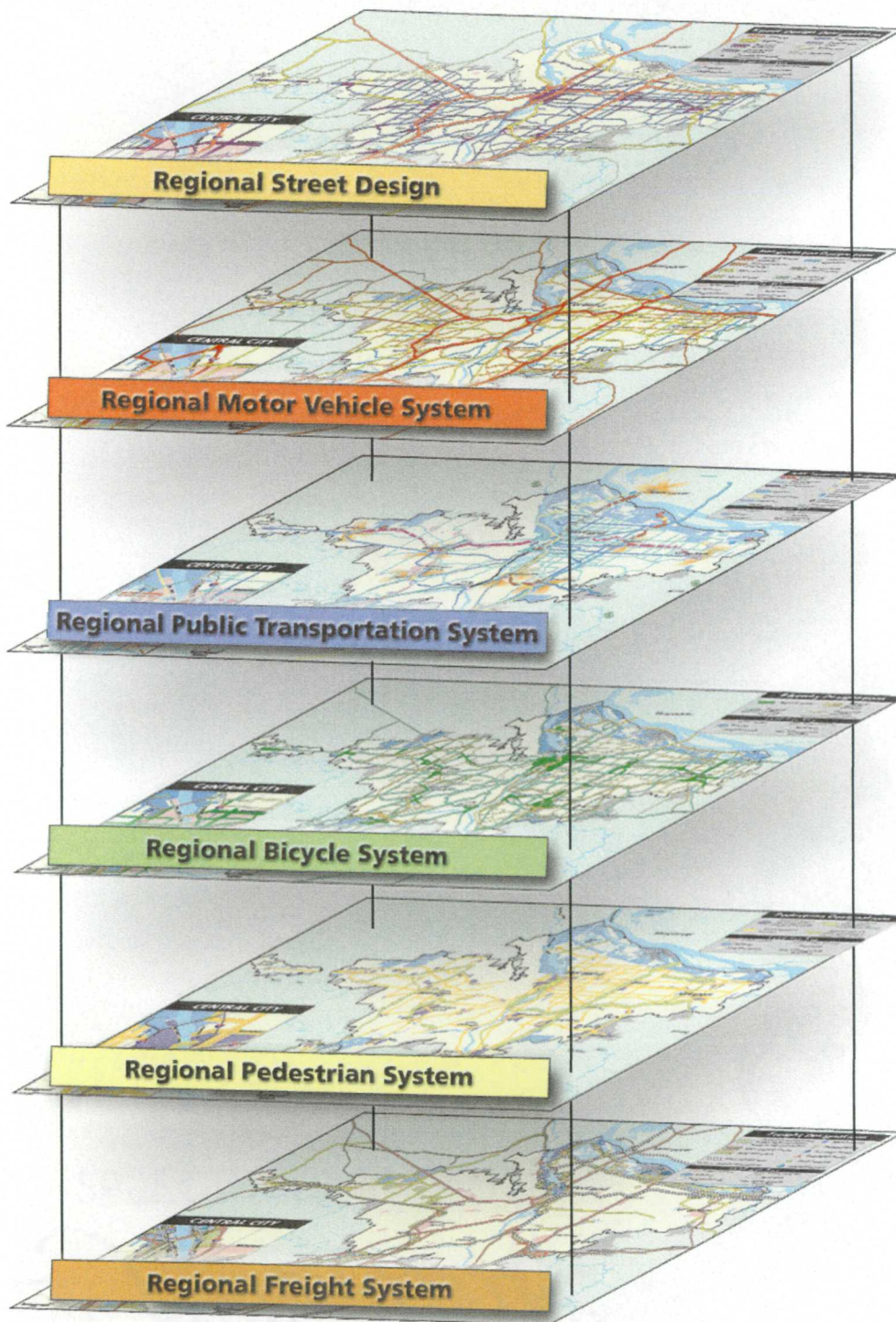
Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth - things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

Metro's web site:
www.metro-region.org

Building the Regional Transportation Plan



The Regional Transportation Plan brings together all aspects of our transportation system: street design, arterial streets, highways, public transportation, bikeways, pedestrian walkways and freight movement. They combine to create a collective vision for transportation for the next 20 years.



Moving into the new millennium

We are poised on the threshold of new challenges as we enter the 21st century. One of the most visible concerns affects us all: traffic congestion.

Metro's main task is to maintain this region's livability as we plan for more growth in population. Keeping communities livable is our primary goal, now and into the next millennium.

The Regional Transportation Plan, summarized in this newsletter, is the culmination of four years of work by citizens, local government partners and Metro. The plan sets out a collective vision for the future of our region. In doing so, it reflects Metro's commitment to link transportation, land use and environmental planning so that our future can reflect our values.

A balanced transportation system is at the heart of the plan, including walking, bicycling, driving, using transit and keeping freight moving to national and international destinations.

The plan also incorporates the 2040 Growth Concept, which is based on using land wisely. The 2040 Growth Concept directs new development to population centers and along existing transportation corridors.

When 2020 arrives, we hope people will look back and recognize everyone's current efforts to protect the livability of the Portland metropolitan region.

Sincerely,



Mike Burton
Metro Executive Officer



Rod Monroe
Metro Council Presiding Officer



METRO

Regional Services

600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700